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MAIL SUPPLEMENT.

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On May 26, to Mr. and Mrs. O. Kirchner, at Shanghai, a son.

DEATH.
On May 26, 1910, at Shanghai, John Cornelius, aged 38.

Our Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JUNE 4, 1910.

CANTON-HANKOW RAILWAY.

(28th May.)

Our correspondent sent us the exclusive news, which we published yesterday, that the Canton Provincial Deliberative Council after four sittings and prolonged discussion had, at an extraordinary meeting, unanimously passed five resolutions dealing with reforms to be made in the working of the Canton-Hankow Railway. It is difficult to estimate the gravity of the attitude taken up by the Council. The members seem coldly determined to have this troublesome business settled once for all, and they have declared their determination to stand with a candour and boldness which do them credit. At the same time they seem, to our mind, to express themselves too sweepingly. It is the fault of young, or rather newly-constituted assemblies, to be on the side of vigour and frankness of expression. Their intentions are excellent, but they almost always desire the reproach of being combative, indeed aggressive. This is generally owing to the use of stronger language than older and steadier public councils deem wise to use. Faulty wording has injured many a good cause. The first of the resolutions passed by the Canton Council decides "that a list of those members of the staff of the Company who have been discovered to have misappropriated money from the Company be made out setting forth all the available evidence, and be submitted to the Imperial Government with a request that the latter mete out condign punishment." This seems to our Western mind to be condemning people without trial and clamouring for their execution. "Hang first and try after" is the tone of it. The whole question is begged in the words "who have been discovered to have misappropriated money." By whom have they been discovered to have committed this offence? By what right does any council declare a number of men guilty on *ex parte* evidence? No; the Council should have insisted on open trial on a criminal charge. If we are told that this is not according to Chinese ideas or Chinese custom, we rejoin that the whole concern is not. The point is that the Council itself is an adaptation of methods entirely foreign to those which have hitherto been employed by the rulers of China. It is postulated that the old methods are no longer suitable and the Chinese are resolutely asserting their right to

free and fair trial when accused of offence against his fellow-men. We agree with the Council that a list of accused should be made, and that a searching investigation should be resolutely and openly carried through. But we cannot agree in considering them guilty simply because they are accused, or even because there is said to be evidence against them. If and when after fair trial a competent Court has declared them guilty, let their names go to the Imperial Government for punishment. The second resolution is extremely outspoken, and has our sympathy, not untiringly with admiration. It plainly announces the intention of the Council to "exercise their best efforts to protest vigorously against the Government" if it "should refuse to take steps to thoroughly investigate the matters of the Railway Company and to punish the defaulters." We take it that the words "thoroughly investigate" include fair trial of accused after which, and only after which, may any be called "defaulters." We may be sure that those "best efforts" will not be feeble and that however disinclined those in Peking interested in hushing things up may be to permit it, the investigation will have many strong supporters in the Government, and it may take place. This is of course a threat, and we are not sure we are sorry to see the Provincial Council asserting itself so daringly. Their object is perfectly just and reasonable, and their demand is, as they say, "of the utmost importance to the people of the whole province of Kwangtung as well as of the people of China." If the Provincial Council are to be of any use to their Empire they must be perfectly frank and courageous. No greater mistake could now be made by the Imperial Government than to make this Railway business a test of strength. That it has to any extent even now that appearance is wholly due to the refusal, *sans phrase* of the Imperial Government to consider this question from the very beginning. Unreasoning, stony-headed "No" always excites resentment, and results in a conflict of wills. The third and fourth resolutions deal with the revision and re-modelling of the Company's regulations. These would seem to be urgently required. The fifth is a personal one, and therefore, like all personal matters, regrettable. The Council desires the Viceroy to request the Throne to order a delay of the departure of Sir Chen-tung Liang Cheng until the affairs of the Company be settled. Sir Chen-tung is, we hear, staying near Canton, and will shortly depart for Berlin. We cannot express an opinion as to what good might be done by delaying his departure, but if he could do so with Imperial permission, he would disarm the criticism of his enemies and encourage those friends who believe in him.

OPIMUM "PLANTING."

Whenever a proposition, or a course of action appears very obvious, beware of it. There will be obviously very much to say against it. In such a world as ours and with such beings as men are it is impossible to provide for every contingency, especially in the making of laws. So we British, who love the obvious, and hate the complicated, have our laws made by plain men for clever men to break. Then, when clever and bad men become too numerous, or when even the stupid seem able to break or avoid the law, we make such modifications in it as are obviously necessary. It is forbidden to import into a British Colony, say Singapore, certain drugs, say morphia, chandu, cocaine, and so forth. These drugs are easily concealed and bring a very large profit when successfully smuggled. The officials of the Preventive Service could easily be outwitted by clever and dishonest captains and officers of ships. Owners of ships might bring pressure to bear on officers in their employment to wink at a profitable but illegal concealment. To prevent this, a simple remedy was devised. If in every case of smuggling both owner and captain were made liable to enormous fines, smuggling would present small attractiveness to captains and owners. Obviously, so obviously that it takes a case like that of the *Hong Moh* to show what monumental injustice may be inflicted by such an obvious regulation. This case is in several ways so remarkable that it demands attention, and probably reconsideration and modification of the law under which it is possible for an innocent owner and master to suffer heavily. The greatest sufferer, the man to be pitied, is an innocent ship's captain. Apart from the fine, which is sure to be levied on him by a captain, who we do not hesitate to say belongs to an under paid class, it is possible for a dishonest or vindictive owner (and there actually are in this world some conscienceless and heartless ship-owners) to make him suffer either for not being clever enough to prevent the concealment of the stuff by the very cleverest and most ingenious law-breakers in the world, or on the contrary, for not having cunningly enough aided and abetted them, and for being so clumsy as to involve the owner in the necessity of paying a fine instead of making a profit on a nefarious transaction. Whichever way it is taken the captain is handed over chained and bound hand and foot to the mercy of the ship-owner. This is an aggravation of the many anxieties and serious grievances of the men who go down to the sea in ships. An innocent owner is also to be pitied, but shipowners are usually wealthy, and are certainly not without means of self-defence. In the case of the *Hong Moh* the ship's officers seem to have exerted the greatest possible vigilance. On the voyage to Penang they discovered a large quantity of chandu and handed it to the Revenue Authorities. Captain Balbridge, and his officers, are well-known to be extremely

painstaking and watchful, yet all their care and anxiety have not saved them. That almost demoniacal cunning which characterizes certain kinds of vermin, such as the rat and the Chinese burglar or sneak-thief, seems to have been possessed by the smugglers in this instance. They had lowered the forbidden drugs down a ventilator shaft to the engine room, where it was placed inside a hollow steel column which was utilized as a storage tank for engine oil. To examine that particular place meant getting through two or three inches of bilge oil, and lying flat on the back. Day after day the ship's officers had examined all over the engine room, and all round this place, which naturally came under no suspicion. Counsel suggested in Court that "so long as the system of paying the informer and only prosecuting the master and owner existed there would be a continuance of smuggling." This phrase makes clear a point which at first sight was a little obscure. How was the Preventive official enabled to detect that which had escaped the utmost watchfulness of several men, whose interest lay in discovering it? What inspired him to lay his hand on just that spot, that most inaccessible, and unlikely spot? An informer, we hear, obviously. Informers are hateful necessities. Could not payment of their blood-money be made contingent on discovery of the guilty parties and their accomplices? As Counsel said "With some slight amendment of the law it might be possible to get at the informer, instead of the innocent captain and owner." Obviously.

ANOTHER NEW FIELD FOR RUBBER.

(30th May.)

The enormous resources of Hainan island would, it seems, include rubber. The climate is said to be exactly suited to its cultivation, and experiments made privately appear to be very successful. We are informed that one enthusiastic gardener in Hoihow has rubber trees, planted by himself, growing and flourishing in his garden. In his opinion there is not only no reason why Hainan island should not produce large quantities of rubber, but there is every reason, save one, why it should. We have no doubt that in the future it will—and the questions arise, first, in how distant a future; secondly, for whose benefit; and, thirdly, what is the one reason why any one should doubt the future of Hainan as a rubber producing country? We must consider the last question first. Not only rubber, but vast other agricultural sources of wealth are in Hainan, whose minerals are known to be of great worth. All these riches, however, are at present little more accessible than if they were in the middle of the Sahara. There is only one port in Hainan open to trade, and that is Hoihow, alias Kiungchow. Hoihow means "Sea-mouth" or harbour, and Kiungchow is the Chinese walled capital of the island, about three or four miles inland. The harbour, as we have had occasion to mention before, is a wretched place, and urgently needs the construction of certain works to make it practicable in all weathers. The Chinese Government after promising not only its sanction, but actual assistance in this important undertaking, has left in the lurch the merchants who had generously come forward in the Hoihow harbour conservancy scheme. The matter, referred to H. B. M. Legation in Peking, appears still to be hung up in that burial place of many hopes, and home of unfulfilled promises. If only that harbour were attended to, and in good condition, it would not be long before land began to be put under rubber cultivation. For whose benefit? Now that is a question which we shall leave thoughtful and far-seeing speculators to answer when the time comes.

"PROGRESS"

"Mm, mm," grunted a very old Chinese, toothless and bent, but still strong and clear-headed, "the foreigners brought two good things; only two." He would admit nothing to be really good and useful that came from foreign countries except sewing machines and kerosene oil lamps. When a Chinese dentist, who had been trained in America, fitted him out with a set of false teeth, he got out of having to admit a third good thing to have come from abroad by maintaining that his false teeth were Chinese and had been fitted for him by a Chinese. What he would say—we trust he is alive yet—were he to learn that a gullotine has arrived, sent from France to Peking, and that the Dragon Throne is expected shortly to sanction execution of criminals by its use, instead of "the good old way." We can imagine the "good old way" depends entirely on the skill of the man with the sword. If he is clumsy the criminal may suffer the pangs of death more than once. But usually Chinese executioners need strike no more than one blow; they are humane gullitines. Cutting off heads is a messy business, whether it be done by hand or by machine. But taking all together, we prefer the former to the latter horror. For horror it must always be. We think that to do it by machinery makes it more horrible still. The gullotine has such atrocious associations that it is impossible to view its importation into China at this time without regret. Its ancestor the "maiden" was used in Scotland at a time of political unrest; the gullotine accompanied political unrest and upheaval on its adoption by the French; it comes to Eastern Asia at a time when men's minds ought to be diverted from thoughts of bloodshed. There is something peculiarly repugnant to a refined mind in the thought that side by side with the steam engine, the sewing machine, the

kerosene lamp, and even electric lighting, the Chinese should add to their list of "good things brought by foreigners" that thing of crimson memories, that man-killing contrivance, the gullotine. *Adieu amen.*

PRISONS AND PUNISHMENT.

(31st May.)

Among the few a strong enthusiasm and a real faith; among some a pious opinion; among the many uneasiness and an uncomfortable feeling that something is wrong, and a Cause is born. In past generations the few leaders excited the opinion, created the uneasiness, and at last awakened the faith that made their Cause triumph. This is one of the reasons why human progress seems to us in this age of rapid development to have been so slow. Leaders and Saints lived, laboured and died for great ends, which were only attained after long struggle. Vincent of Paul, John of the Cross, the reasoner of Carthage and many another preceded the illustrious philanthropist Howard, to whom civilization owes the introduction of ordinary humanity and decency into European prisons. He died a martyr to his Cause, of fever caught while trying to mitigate some of the worst horrors of Crimean baggins. Mrs. Elizabeth Fry, the Quakeress, devoted the whole of her saintly life to the same humane purpose. Her evidence before a Royal Commission changed the lot of women prisoners in Great Britain. Charles Reade was the first to realise the power of the press in awakening public opinion about a question which at first sight does not appear greatly to concern the majority of people. He also thrilled the English speaking world by his fierce denunciation of prison torture in his great work "It's never too late to mend." The horrors of Tasmania had been exposed to the Royal Commission by the Chaplains of the Church of England and the Church of Rome. These two clergymen, fast friends and colleagues, waged untiring war on cruelty and oppression in convict jails. Reade completed their work, as far as it went. It did not go even as far as the comparatively low level of the civilization of the middle Victorian era, but it was an advance. Since then the press has educated public opinion by informing it. Much evidently remains to be done. We know that even in Great Britain prisons differ widely in the "system" employed. But in all there is a tendency to do away with the last traces of the stupid and unscientific punishment of past times. Modern jails are "places of weeping" as all gaols must be. But the "spirit-breaking" protested against by our geometrically named contributor "The Triangle" finds no place among the latest scientific methods of dealing with ordinary criminals. No doubt, in time, when it is widely realized that "something is wrong" and that we are behind the age in Hongkong in this matter, more modern and less heathen methods of punishing or redeeming our European offenders (for it is with them that we are concerned) will be adopted. We are far from wishing to appear to throw cold water on enthusiasm in so good a cause. But though we speak with the tongue of angels we dare not hope to do more than create among our readers a "pious opinion."

PLUCK.

Two cases were recorded in our issue yesterday of prompt and courageous action. In the first, the coxswain of the steam-launch *Victor* again distinguished himself. He has saved more than one life, and holds a certificate for life-saving. On this occasion he jumped into the harbour to save a young woman who had thrown herself from the ferry *Morning Star*. This coxswain seems a worthy man and we hope that he will hear more of his conduct from those who are able to reward it fittingly. In the second case a young Portuguese behaved with admirable daring and tenacity. But for him a miscreant, now in custody for alleged sharing in the savage murder of an old man and a sanguinary attack on two women, must have escaped. We gave a full account of the occurrence yesterday, and need now only recall that for nearly a quarter of an hour the youth had to fight hard, single-handed, against a man infinitely his physical superior but on escape. It will be a pity if this public-spirited courage receive no recognition. One point is worth noting—the young man was utterly unsupported. He was weary, alone, for a crowd of Chinese stood by doing nothing, not moving a finger to assist him, and indeed he may have been in danger of their helping his prisoner rather than him. At great risk to himself he rendered a service to the public.

NEW CHINESE CURRENCY.

(1st June.)

Another Imperial edict has been issued dealing with the coinage of China. It adopts recommendations made by the Government Council, and declares that the basis of Chinese money is to be a silver coin called a "yuan," weighing Kuping seven mace two candareens. "Yuan" is the same as the Japanese word "yen." The system is of course decimal. The subsidiary coins are as follows: Copper: one li (one cash), five li (five cash), one fen (that is, one cent, and two fen two cents). Nickel: five fen (five cents). Silver: one chieh (ten cents), two chieh and a half (twenty-five cents) and five chieh (fifty cents). This system thus creates two new and as far as we know hitherto untried coins, to wit, a copper five cash, or half a cent, and a copper two cents. It also changes the silver five cents into a nickel five cents, and the usual twenty-

cent silver piece into a twenty-five-cent coin. Some English-speaking Chinese call one chieh, or ten cents, by the practical name "dime." The new twenty-five cents will of course be called "a quarter." We think that at first there will be much vexation over these "quarters," and their purchasing power, as compared with the twenty-cent piece now common. As for the half-cent, or five-cash copper coin, it would be rash to prophesy its fate. It sounds useful in theory, but we shall be much surprised if after a little time it does not disappear altogether. For the two-cent coin we have nothing but condemnation! It is indefensible. No doubt the Chinese need small coins, but with their conservative ways—which one inspired has called "ways that are dark"—they will call the one cash a "little cash" and the five cash a "big cash." The half-cent will be a "little cent," the one cent, a "big cent," and the two-cent a "double big cent." They will evolve from the tortuous mazes of the Celestial mind bewildering tangles of exchange. How many little cash will go to a nickel, or "little cent," and how many big cash to a dime, and how many of anything to anything will be common questions. Of course, the edict forbids people from "taking upon themselves to raise or lower the relations of the coins." Equally, of course, the edict, and any number of edicts must fail in this. It goes on to order the Board of Finance to make the Imperial Mint responsible for the new coins, which are to be "speedily minted according to their different weights and fineness." They are to be circulated by the "Ta Ching Government Bank," which with the Mint is to be the organ for exchanging old coins for the new ones. All taxes, like, etc. and payments to Government are to be made in the new coin, and so are all disbursements made by all yamens in Peking and the Provinces. All Provincial Mints are instantly to close, and every yamen will be informed of the rate of which, after a date to be fixed, old coins are to be exchanged for new. After that date "new Imperial (Ta Ching) coins must be used. No one may refuse them, nor may any one discount them. . . . The High Provincial Authorities are to instruct their subordinate accordingly, and all the Chambers of Commerce throughout the Empire are to issue explanations of this currency reform, so that the people may understand the benefit of the change. . . . Heigho! All this would be on the whole gratifying if one could only believe in it. But so many Imperial edicts have remained without tangible result that we rather grudge the labour of reading through every new one. This, the very latest, is undoubtedly of the very highest interest to everyone. Its great virtue is that it establishes a standard silver currency (though we see nothing in it about the standard fineness of the silver) and defines the number and values of the different coins to be used. So far so good. All the bad is yet to come.

OIL IN CALIFORNIA.

"After rubber the oil boom," has been said by several financial prophets. It certainly will not be the fault of California if oil companies in that sanguine land do not enjoy a boom. The country is amazingly productive, and the inhabitants are not slow to make the most of it. In one month, last March, 5,598,745 barrels of oil were produced in California. This enormous output is expected to be greatly increased as the year goes on, indeed in the first half of April it amounted already to 3,133,545 barrels. The most ingenious minds among the most ingenious people in the world are concentrated on evolving new and improved methods of boring for the oil, sinking wells, and devising means of cheap, rapid and safe transport. Without counting the value of the land it is estimated that about \$23,000,000 are invested in oil in California; the principal items being 4,300 wells, 2,700 miles of pipe line, 35 tank steamers, and 35 refineries, besides 5,000 tank cars, and a million and a half or so sterling worth of pumping machinery, field equipment, etc. The Railway Companies have invested heavily in the oil industry. The Southern Pacific's investment is said to be worth \$20,000,000 in oil land alone. The Californians declare that with more capital they can increase their production almost indefinitely. We may think such a statement exaggerated, but in view of the great and increasing output in the State it would be difficult to define what the limit of the oil production of California is to be. The demand is increasing. Just as the industries of the world cry "rubber, more rubber!" they also cry and are likely to cry louder in the future "more oil!" For petroleum is indispensable in dozens of industries, and however great the production the demand will always be for more.

EFFICIENCY.

(and June.)

One of our favourite Chinese apophorems instructs us in one of the methods whereby we may ensure efficiency in our subordinates. "If you mistrust a man do not employ him. If you employ him do not mistrust him." Sometimes a trusted subordinate proves unfaithful. The remedy is there "do not employ him" any longer. This method is effectual where competition is keen and honest men are not so rare as to be merely occasional phenomena. Undoubtedly time was when extremely able and honest men administered the laws in China, a time too when the majority of European States were in the gloom of such a brutal and equally barbarous that if

impossible one of us could be transported to one of them, in that period, he would probably go raving mad in a week. We civilized Europeans of to-day would feel far less lost in such a social order as that of China in her prime, than in that of, say, England under James the First, or even France under Louis XV. The laws of China, which are now being modified, are beautiful. Their theory is as nearly perfect as the product of any human mind can be, until you come to the basis of it. Alas! the basis is a fundamental falsehood. The very first written characters in the children's primer lapped by baby Chinese lips, or rather yelled at the extreme pitch of their infantile diaphragms, embody this downright lie. It declares that man is born good by nature, but his subsequent experiences and education make him bad. This is not the place to argue about the nature of man, but anybody, even a philosopher, knows perfectly well that whether by nature he is so or not man actually is prone to evil. To build up a gigantic system on the supposition that he isn't, is to build a house upon the sand. That long elaborate web of responsibility, the Chinese Government, is now all in a tangle. To change the metaphor, it is an arch without a keystone. *Quod absurdum.* In the good old days, however, the honest men of China seem to have done their best to vindicate their system. We read in Chinese history of a great prime minister (he wrote an instructive work on the art of war), who seems to have been extraordinarily successful in ensuring efficiency among his subordinates. Before, however, his master, the king, had learned fully to appreciate his remarkable qualities, his country was getting the worst of it in a war with a neighbouring state. The king asked him how long it took to organize and drill a regiment, and what sort of material was needed. The wise old minister replied that it didn't take long, and that he for his part would engage to make a well-trained regiment out of his majesty's seraglio in, say, a month provided he had carte blanche. His majesty agreed, and the minister set to work to drill and train the palace concubines. When the great day came to review this force of Amazons, the minister sat by the king while the latter's two favourite concubines took command. The drill proved a hopeless failure. Not a single evolution was correctly performed. The commanders gave wrong orders, and the girls behaved "as such." It was idiotic, and the king said so. The minister calmly ordered the two commanders to be instantly beheaded. "Here, steady on!" cried the king (or words to that effect) "these are my two pet concubines, you can't behead them!" "Oh yes, I can," said the minister, pointing out that the king had given him carte blanche in this matter, and had therefore no right to interfere. The poor king, in spite of his disgust had to put up with being thus held to his word. Three days later there was another review of the female contingent. This time everything went beautifully, not a single mistake was made in any of the ranks. Every evolution was gone through with perfect regularity and exactitude. The effect upon the king's mind of this practical exposition of the art of war was so strong that he sent his minister to manage the outstanding difficulty with his neighbour. The change, we read, worked wonders. The neighbour was defeated, and the king's troops were thenceforth invincible. We shall not attempt to draw any moral from this story, which is just as true as any other story told of kings and their ministers. Of course, it happened a very long time ago, and we should be the last to advocate a similar head-shortening procedure as a means to secure the actual accomplishment of the recommendations of the Board of Finance and the enactments of the latest Imperial Edict establishing a standard currency throughout China.

THAT "FINEST SITE"

(3rd June.)

If the Hon. Mr. Murray Stewart's sustained attack upon the proposed sale by Government of the plot of land in front of the Club had had the net effect of "frightening" the Standard Oil Company into withdrawing from the purchase, he might be congratulated on his success in intimidating so powerful a corporation. The community of Hongkong might also be congratulated on the presence in the Council of at least one unofficial member so formidable as to inspire fear into the richest, strongest and ablest-managed association of money-making men. But we have it not only on the authority of the Hon. Mr. E. A. Hewitt, but of our own knowledge, that the Standard Oil Company are not frightened of anybody, and further we differ from that gentleman in that we also do not imagine them to be "frightened by the rapacity" of anybody, not even of the Treasury. Some one else said of them, "they are quite rich enough, and wicked enough, to look after themselves." If by "wicked" was meant able and willing we agree. The natural dissatisfaction of all interested in the Club at having a huge commercial building soaring right in front of it, instead of enjoying, as in the opinion it should, the pleasant prospect of a well-cared-for open space, might, we feel sure, find expression in far more legitimate than only noisy. Almost any private member of the Club would be at least tempted to add his protest to that of Mr. Murray Stewart. We do not intend to recapitulate the controversy, or again point out that no serious business was ever given for abandoning the sale and preserving the site. The public certainly was led to believe that the offer of six lakhs was a "firm offer," and without making us "feel quite rich" we certainly did view with open gratification the prospect of this open space being at the disposal of the Government for the immediate protection of at least some portion of the scenery, or, desirable public works which eventually will cost less than the sum of six lakhs. It now appears that we are disappointed. Some time ago the offer was made by some one who had been deceived

Daring Outrage near Central Market.

AGED CHINAMAN KILLED AND TWO WOMEN INJURED.

AN EYE-WITNESS' ACCOUNT.

Queen Victoria Street, near the Central Market, was the scene of a great commotion shortly after seven o'clock on Saturday night, but few people imagined that it would have resulted in the death of an old man as the result of a shocking wound received at the hands of an armed robber. Coming so soon after the recent and affair at Eastern Street, when an Indian woman was fatally stabbed by one of the devil-may-care characters who seem to infest the Colony, because he tried to stay the latter's progress after committing with a number of other men an armed robbery in a shop, this latest piece of outrage cannot but arouse genuine indignation among the authorities and all peacefully inclined residents.

HEARD CRIES OF HELP.

According to the story told by an eye-witness, on whose narrative the utmost reliance can be placed, it appears that shortly after seven o'clock on the night in question, as he was returning home from a visit to the Opium Farmer, he heard cries of "Thieves!" and "Save life!" ensuing from No. 4, Queen Victoria Street. At the same time, a Portuguese youth who heard the shouts was seen to mix his way into the house for the purpose of giving assistance. In this respect, it is noteworthy that among a crowd which must have numbered hundreds, the Portuguese lad was the only person who thought of going to the victims' aid. The others, consisting mainly of Chinese, gave the scene of the disturbance a wide berth and were inclined to believe from the loud different shouts that they would not have budged an inch had a murderer tried to escape the arm of the law under their very noses.

FOUND A KNIFE ON THE STAIRS.

The youth had not proceeded far up the flight of steps leading to the room whence the noise proceeded when he stumbled across a dagger of the common type, which must have been dropped by the robber either through fear of his being captured with the weapon in his possession or in his hurry to escape. A few moments later, he saw a Chinaman who attempted to escape but with remarkable presence of mind was clutched at the man's coat and held him tightly, at the same time blowing a Police whistle which he fortunately carried on his person at the time. In this connection, it is an extremely fortunate circumstance that the robber did not have the weapon with him at the time, as there is no telling to what lengths he would have gone in his desperate attempt to escape and, as likely as not, we would have had the painful duty of recording a double fatality in these columns. The man, as we have said, spared no amount of effort to help himself from his youthful captor's hold, but the latter stuck to him with bull-dog tenacity, and with pluck far beyond his years, and all attempts on the part of the robber to escape proved hopeless and futile.

CHINESE DETECTIVE ARRIVES.

Within a quarter of an hour from the blowing of the Police whistle, a Chinese detective arrived on the scene and between the two they secured the robber, who struggled desperately to obtain his freedom. At the same time, an ambulance was sent for, and the injured inmates of the house were removed to headquarters and shortly afterwards taken to the hospital for treatment.

ROBBERY SUPPOSED TO BE THE MOTIVE OF THE CRIME.

There can be little doubt that robbery was the motive of what can only be described as a daring outrage. One distinguishing feature about the affair is that the prisoner was not the only man to enter the dwelling but gained access into the tenement along with seven or eight others who have since escaped. As far as we have been able to ascertain, the robbers had by some means or other come to learn that there was money in the house and entered the place to carry out their nefarious plan at what they considered an opportune moment. It is scarcely necessary to remark that the Police will leave no stone unturned with a view to bringing to book the rest of the culprit, who have constituted themselves a terror to life and property.

HAD PEPPER THROWN INTO HER EYES.

In the course of to-day, we learnt that the injured man, whose arm was cut to the bone, had succumbed to his injuries. This led us to inquire for particulars of the late which befell the other two women. One of the women—the daughter-in-law of the deceased man—is now in hospital. It appears that hearing the cries of her aged relative, she proceeded upstairs to find out the cause of it and suddenly about half-a-dozen men threw a quantity of pepper into her eyes. The other woman, who lived on the ground floor, was more fortunate, and escaped with a passing blow from a knife inflicted by one of the robbers. We understand that nothing has been stolen from the house.

PRISONER IN THE POLICE COURT.

The man who has been arrested in connection with the above affair at the morning charged with wilful murder at the Magistrate's Court. At first, the charge preferred against the man was one of attempted murder, but on being informed of the old man's death Inspector Munson, who is in charge of the case, had the charge altered to one of wilful murder.

ATTEMPTED SUICIDE BY YOUNG WOMAN.

JUMPED INTO THE HARBOR FROM STAR FERRY LAUNCH.

The strip of water between Hongkong and Kowloon was almost a scene of a tragedy yesterday. It appears that while the morning Star was proceeding on her usual trip across the harbour, a young, native woman suddenly jumped into the water. The Star Ferry launch was unable to proceed to the woman's rescue in time owing to difficulty in turning round, but the coxswain of the steam-launch *Pickon*, on seeing the young lady's plight, promptly jumped into the water and soon got the creature on board, none the worse for a thorough drenching. We understand that the coxswain of the *Pickon* is already in possession of a certificate for life saving and this fresh demonstration on his part will most likely be taken notice of. This morning, the woman was charged before Mr. E. R. Hallifax with attempted suicide. Mr. Otto Kung Sing appeared for the defendant and on the representation of some friends the defendant was discharged with a caution.

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING.

Patrons:—His Excellency Sir F. H. May, K.C.M.G., His Excellency Maj. Genl. R. G. Broadwood, C.M.; Rear-Admiral H. Lyon, R.N.; Committee:—The Stewards of the Hongkong Jockey Club (Ex-Officio), H. E. Sir F. H. May, K.C.M.G., Capt. Dwyer, Messrs. J. Johnston, H. J. Gedde, C. H. Ross, G. C. Moxon, and Major W. A. Eaton.
Judge:—Major W. A. Eaton.
Headclerks:—Capt. Dwyer and Major W. A. Eaton.
Clerk of Scales:—Capt. Dwyer.
Starter:—Mr. H. J. Gedde.
Timekeeper:—Mr. M. S. Sisson.
Hon. Sec. & Treasurer:—Mr. R. F. C. Master.

The second meeting of this season of the Hongkong Gymkhana Club, which took place on Saturday last, was a very successful one from all points of view. The weather was perfect and the races brought out large fields and were productive of intensely exciting finishes; this was particularly the case in the race for the Ladies' Nomination when Resolution won, after a splendid race, by a nose from Double Dragon and Billy who were dead heat for second place. The attendance was quite up to the average, and the music provided by the band of the club added much to the pleasure of the afternoon's sport. The details and results of the races are as follows:

FIVE FURLONGS FLAT RACE.—For subscription griffins of any season, which have not won an official race. Weight for inches as per scale. Winners at all Gymkhana this season of one race 7 lbs. of two or more 10 lbs. extra. To be ridden by jockeys who have not won 5 official races in Hongkong, Shanghai or Tientsin. Entrance fee \$5. 1st prize: \$25. (Entrance fees to go to winner.)

Capt. Heathcote's Tomahawk 1st 11b. (Owner) 1
Mr. Ellis Kadourie's Roumanian Chief 1st 11b. (Master) 2
Mr. J. B. C. Neilson's Walnut Tree 1st 11b. (Neilson) 3
Mr. Black's Spirit Level 1st 11b. (Owner) 4
Lieut. Col. A. Chipman's Recruit 1st 11b. (Heathcote) 5
Mr. Comel's Bulgarian Chief 1st 11b. (Owner) 6
Mr. John Bell Irving's Blankney 1st 11b. (Owner) 7
Mr. L. N. Lee's Spooker 1st 11b. (Owner) 8
Mr. Arthur Robert's Hartwood 1st 11b. (Robert) 9

The large field of nine ponies started for this race. Spooker gave trouble and caused some delay. When the flag fell Roumanian Chief had the best of an indifferent start with Tomahawk second and Spooker third; the rest of the field was some distance behind. At the level with Spooker forced the pace and drew level with the leader with whom he raced up the hill in partnership, closely followed by Tomahawk. For a while Spooker took command from Roumanian Chief and passed the Rock-in-the-van. Tomahawk was going in fine style and overtook the leader going past the village bend entering the home straight in front of the field with Roumanian Chief on the rails second and Spooker outside third. Capt. Heathcote was riding easily and Tomahawk was never seriously threatened. Walnut Tree strove hard to get to the front, but only managed to displace Spooker for third place. Roumanian Chief finished second by a length behind Tomahawk who was first.

Dividends:—Win, \$12.40
Cash sweep:—
Ticket No. 6, 1st, \$12.00
" 18, 2nd, 35.00
" 10, 3rd, 8.00
Commission, 20.00
Total, \$200.00

GYMKHANA STAKES.—Value 100. Distance one mile. For all China ponies. Catch weights at 100 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffin allowed 5 lbs. jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalized 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season. The winner of the cup will be the pony scoring most marks in the race. The Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalty without deduction. Penalties accumulate up to 15 lbs. Entrance fee \$5, and prize: \$25. (Half-entrance fees to go to winner.)

Mr. Johnston's Blackmore, Vale 1st 11b. (Owner) 1
Messrs. Moxon and Gedde's Temptation (Late Fig Tree) 1st 11b. (Master) 2
Capt. Heathcote's Uranus 1st 11b. (Owner) 3
Rear Admiral H. Lyon's Llama Chief 1st 11b. (Gedde) 4
Messrs. Moxon and Gedde's Carnation (Late Giesler) 1st 11b. (Gedde) 5
" 11b. penalty. 6
" 11b. over. 7
" 11b. over. 8

Messrs. Moxon and Gedde declared to win with Temptation. Popular fancy was divided between him and Blackmore Vale. Before the start the position was Llama Chief on the rails, Blackmore Vale next to him and Carnation on the outside course. The quintette gave no difficulty to the starters who sent them away in equal terms. The first time past the Stand the order was: Llama Chief, Blackmore Vale, Uranus, Carnation and Temptation last. At the back stretch Blackmore Vale dropped back to fourth place in front of Temptation. Llama Chief having increased his lead considerably, Uranus and Carnation forced the pace and reduced the distance from the leader. Negotiating the uphill incline Blackmore Vale began to let go and overtook Uranus and Carnation successively, the last two losing their positions to Temptation also at the village bend. The race home was an exciting one. Blackmore Vale, Temptation and Uranus racing neck and neck almost to the winning post where Blackmore Vale was only half a length ahead of Temptation, who was the same distance in front of Uranus. A capital race.

Time: 2m. 28 4/5 sec.
Dividends:—Win, \$8.20
Cash sweep:—
Ticket No. 74, 1st, \$8.00
" 75, 2nd, \$8.00
" 52, 3rd, \$4.00
Commission, \$45.50
Total \$410.00

THREE QUARTERS OF A MILE FLAT RACE.

HANDICAP.—For all China ponies. Entrance fee \$5. 1st prize: \$25. Presented, and prize: \$25. (Entrance fees to go to winner.)

Mr. Ellis Kadourie's Servian Chief, 1st 11b. (Johnstone) 1
Mr. Black's Sidler Dub, 1st 11b. (Bice) 2
Mr. Hickman's Kerry, 1st 11b. (Owner) 3
Mr. Comel's Victoria Rose, 1st 11b. (Owner) 4
Mr. Frederick Ellis' Triad, 1st 11b. (Kramer) 5
Mr. H. G. Mackwald's Hector, 1st 11b. (Owner) 6
Messrs. Moxon & Gedde's Attention (Late Jubilee Rose), 1st 11b. (Master) 7
Mr. O. K.'s Vardor, 1st 11b. (Klimenick) 8
Mr. Arthur Robert's Hotspur (Late Sir Henry), 1st 11b. (Sill) 9
Hon. G. Scarlett's Baluchi Chief, 1st 11b. (Owner) 10

The second largest field of the afternoon started for this race. The first two then exchanged places, and Victoria Rose took third place from Nankin. The first round past the spectators' stand, John Scott was leading from Carnation and Victoria Rose with Odds On last. At the Bowington gate Llama Chief again took the lead from John Scott and Odds On was held in last. Carnation began to do the pacing for Temptation who got into fourth place at the rock, pursued by Temptation. The two favourites increased their pace at the village bend while John Scott was losing ground. Llama Chief had the smallest of leads, Temptation being second and Odds On third. The race resolved itself between these two, and Mr. Johnston's mount proved the better pony of the two, winning easily from Temptation. Llama Chief was third. Victoria Rose last.

Time: 1m. 35 1/5 sec.
Dividends:—Win, \$9.50
Cash sweep:—
Ticket No. 90, 1st, \$35.00
" 92, 2nd, 101.70
" 8, 3rd, 50.85
Commission, 56.50
Total, 565.00

TENT PEGGING IN SECTIONS OF THREE.

Open to teams, mounted on Galia ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The Committee of the Gymkhana Club will appoint a judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any judge appointed the Committee shall appoint a substitute. Six teams completed. After the first three tries the R. G. A. team and Mr. Gedde's tied for the number of pegs. Another try was given before the decision was announced, when the R. G. A. carried all three pegs and thus won.

R. G. A. team:—Capt. Loring, Capt. Twiss, and Capt. Finch.
Mr. Gedde's team:—Mr. H. J. Gedde, Mr. G. C. Moxon, and Mr. R. F. C. Master.
The Buffs' team:—Major Eaton, Lieut. Putter and Lieut. Crookenden.

Dividends:—Win, \$12.40
Cash sweep:—
Ticket No. 19, 1st, \$48.85
" 71, 2nd, 71.10
" 31, 3rd, 35.55
Commission, 39.50
Total, 395.00

LADIES' NOMINATION. HALF MILE FLAT RACE.—For all China ponies, subscription griffins of the season 1909-10 and all *bona fide* polo ponies. Catch weights: Ponies to be nominated by a lady. The names of the ponies will be placed in one hat, the names of riders in another hat and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. No pony to be scratched after entry except on account of sickness.

When entering for this event competitors are requested to give lady nominator's name. Owners must provide a rider to correspond with each pony entered by him. The name of rider must be communicated to the honorary secretary two days before the date of Gymkhana. Entrance fee \$5. First and second prizes presented by the Gymkhana Club.

Mr. J. Crookenden's Resolution, nominated by Mrs. Worthington, 1st 6b. (Klimenick) 1
Major Findlay's Billy, nominated by Miss Lyon, 1st 11b. (Lee) 2
Mr. O. K.'s Double Dragon, nominated by Mrs. von Winer, 1st 9b. (Johnstone) 3
Mr. Milford, Brice's Rickie, nominated by Mr. Milford, 1st 10b. (Kramer) 4
Rear Admiral H. Lyon's Swan, nominated by Mrs. Lyon, 1st 11b. (Sill) 5
Mr. J. B. C. Neilson's Walnut Tree, nominated by Lady Fayer, 1st 7b. (Brice) 6
Mr. Arthur Robert's Hartwood, nominated by Miss Logan, 1st 5b. (Robert) 7

This race brought out the largest field and proved the most exciting of the afternoon. Spooker started before the fall of the flag and as he was trotting round the corner the field was lit go. Double Dragon showed the way to Odds and Ends, the other spreading out behind last. In the home stretch Double Dragon held the commanding position from Billy and Resolution was third. The race was intensely exciting in the last furlong, Resolution was capably ridden and managed to win by a nose from Double Dragon who finished last with Billy for second place. Recruit was last.

Time: 1m. 02 sec.
Dividends:—Win, \$52.60
Cash sweep:—
Ticket No. 3, 1st, \$352.80
" 91, 2nd, 75.60
" 200, 3rd, 75.60
Commission, 56.00
Total, \$500.00

ONE AND A QUARTER MILE FLAT RACE.

HANDICAP.—For all China ponies. Entrance fee \$5. First prize: \$25. Presented, and prize: \$25. (Entrance fees to go to winner.)

Mr. John Johnston's Odds On (Late Edendale) 1st 4b. (Owner) 1
Messrs. Moxon & Gedde's Temptation (Late Fig Tree) 1st 11b. (Master) 2
Rear Admiral H. Lyon's Llama Chief 1st 11b. (Gedde) 3
Mr. Comel's Victoria Rose 1st 11b. (Owner) 4
Major Eaton & Mr. Potter's Jack Scott 1st 10b. (Heathcote) 5
Messrs. Moxon & Gedde's Carnation (Late Giesler) 1st 12b. (Gedde) 6
The Hon. G. Scarlett's Nankin 1st 11b. (Owner) 7

To a good start Llama Chief led the way for Jack Scott and Nankin. The first two then exchanged places, and Victoria Rose took third place from Nankin. The first round past the spectators' stand, John Scott was leading from Carnation and Victoria Rose with Odds On last. At the Bowington gate Llama Chief again took the lead from John Scott and Odds On was held in last. Carnation began to do the pacing for Temptation who got into fourth place at the rock, pursued by Temptation. The two favourites increased their pace at the village bend while John Scott was losing ground. Llama Chief had the smallest of leads, Temptation being second and Odds On third. The race resolved itself between these two, and Mr. Johnston's mount proved the better pony of the two, winning easily from Temptation. Llama Chief was third. Victoria Rose last.

Time: 2m. 41 sec.
Dividends:—Win, \$12.20
Cash sweep:—
Ticket No. 104, 1st, \$412.65
" 31, 2nd, 117.90
" 66, 3rd, 58.95
Commission, 65.50
Total, \$555.

CRAIGENOWER CRICKET CLUB.

"AT HOME" AT HAPPY VALLEY.

The annual sports of the Cricket Club was held at Happy Valley in the presence of a large attendance. The weather was all that could be desired and added to the usual hospitality of the hosts, helped to pass a most enjoyable afternoon. The Band of the Rajputs towards the success of the day. Those who were responsible for a pleasant afternoon were as follows:—President, Mr. W. D. Braidwood; hon. secretary, Mr. R. B. Biss; hon. treasurer, Mr. G. Rapp; committee, Dr. F. H. Kew, Messrs. W. Allen, A. E. Aiger, A. O. Braun, P. Currie, A. Hamilton, G. A. Hancock, F. Lammert, L. E. Lammert, R. Phillips, L. A. Rose, W. H. Viveash and L. Sykes.

The results of the various events are appended:—

WHEELBARROW RACE, 50 YARDS.—C. A. Rodriguez and C. J. Higginbotham.
CRICKETING, THE 25 YDS. (competitors blindfolded).—H. Stained and H. J. Holmes.
GIRLS' RACE (open), 100 yards handicap, for girls from 7 to 12 years.—Miss Frida; 2, Miss Green.

LADIES' NOMINATION. Ball and Hat Race. Each competitor to start first with a ball to be handed to his nominator after which he will return to the starting post and be given a hard straw hat, which he will then place on a line ten feet in front of his nominator who has to throw the ball into the hat and once in, the competitor will run to the post with it. (The nominator can have any number of tries.) 1, Dr. F. H. Kew, nominated by Mrs. Currie; 2, L. E. Lammert, nominated by Miss Murray.
VISITORS' RACE.—50 yards. Blindfolded.—P. Murray; 1, C. Mavrick.

CHILDREN'S RACE.—50 yards handicap. For children under 7 years of age. 1, Master O'Gourdin; 2, Master Cotton.

LADIES' NOMINATION.—Combined cigarette and thread and needle race. The competitor runs with a cigarette and a needle to his nominator. She lights the cigarette and hands a piece of cotton thread. He threads the needle and returns to the starting point with the cigarette lit and the needle threaded. (Competitors are particularly requested not to throw their needles on the field after the race.) C. H. Lyon, nominated by Mrs. Legge; 2, W. H. Warren, nominated by Miss Queen.

TIZING THE BUCKET. Pairs to bedraw for by lots on the ground. One to push a barrow in which is seated his partner armed with a bamboo. The seated competitor is to drive the barrow through a hole fixed to the bottom of a swinging bucket filled with water whilst being wheeled along by his partner. Points to be given for speed, aim, and amount of water spilt. 1, H. W. Peterson and W. H. Warren.

At the conclusion of the sports, Mrs. Braidwood presented the prizes to the successful competitors. The prizes were during the season were also presented to the fortunate holders. Mr. J. D. Noris was handed the trophy for the best batting average and Mr. P. Currie carried off the prize for the best bowling average, the same gentleman also winning prize for the tennis singles handicap, the runner-up being Mr. H. Peterson; Mrs. Braidwood was then presented with a handsome bouquet by Dr. Kew, who led with three cheers for the lady for her kind services. Mr. Braidwood responded on behalf of his wife.

A GHOST STORY.

An extraordinary story concerning the laying of a "ghost" near Kobe has been communicated to the *Japan Chronicle* by a correspondent, who assures our contemporary that the facts are authentic. Some days ago a little girl attending one of the schools in the Kobe district told her teacher that she did not want to go home, as there was a ghost in the house. The teacher naturally ridiculed the idea, but the child persisted that a ghost came to the house every night, and not only had she seen it, but the shadowy visitant had even flicked her with a towel. Several other times the child begged not to be sent home until at last the teacher informed the police. It was then arranged that the teacher, accompanied by a policeman, should be in hiding, and as soon as the child saw the "ghost" she was to call out to the men. Consequently, when the "ghost" appeared, the child cried out and the policeman rushed out to seize the "ghost" which was found to be the step-mother of the child. It appears that the woman had a rooted dislike to the two stepchildren, and had apparently resolved to frighten them away from home. She therefore blackened her face and hands, wrapped herself in a sheet, and with a piece of sugar in her mouth with lighted splint of incense, naturally presented a startling appearance to the youngsters. Our informant adds that the police, in order to reassure the youngsters in the neighbourhood on the folly of believing in ghosts, are taking this woman round to the various schools in the neighbourhood, so that the children can see her blackened face and hands and so become somewhat sceptical of shadowy visitants who try to frighten children.

PEAK TRAMWAYS COMPANY, LIMITED.

ANNUAL MEETING.

The ordinary annual general meeting of shareholders of the Peak Tramways Co., Ltd., was held at the registered office of the company, Alexandra Buildings, at noon on 28th ult., for the purpose of receiving the report of the directors, together with a statement of accounts for the year ending 30th April, 1910. Mr. Henry Humphreys (chairman of directors) presided. There were also present:—Sir Horamudjee Mody, Hon. Mr. Henry Keswick, Mr. J. Scott Harrison, Simon A. Levy, Dr. J. W. Noble (directors), A. H. Ough, J. M. Wong, D. E. Clark and G. Rapp (secretary).

The Secretary having read the notice convening the meeting, The Chairman said:—Gentlemen, I will with your permission follow the usual custom and take the report and statement of accounts as read. During the first seven months of the period under review a considerable falling off in traffic receipts was evidenced but this was more than made up during the last five months with the result that we were able to end the financial year with a sum of \$1,244.88 from traffic receipts to the good. The loss on subsidiary carriage amounted to \$247.44. The character of our traffic has undergone considerable change of recent years and is tending to alter still further in the same direction. A year ago we used to rely principally upon our summer receipts for our dividends but now we do better during the winter months than the summer months, owing to the continued increase in casual traffic. As might be expected, this is particularly noticeable in the winter months to be true and bright as casual traffic is dependent largely on the state of the weather. The projected new line to the Peak has been abandoned owing to its enormous cost and we still before the Legislative Council in connection with it has been withdrawn. The latest tender obtained for building this line amounted to \$942,577.00 and upon such an outlay a reasonable return to shareholders would be impossible. The amount standing to the debit of the new line in the accounts will be written off gradually out of profits. Before moving to the adoption of the report and accounts I shall be pleased to answer any questions.

There were no questions. The Chairman moved the adoption of the report and accounts. Mr. A. H. Ough seconded. The motion was carried unanimously. Dr. J. W. Noble, Sir Horamudjee Mody, Hon. Mr. Henry Keswick, Mr. J. Scott Harrison, and Mr. Simon A. Levy were re-elected directors on the motion of Mr. Humphreys seconded by Mr. Clark.

Mr. Ough moved that Messrs. W. H. Poite and A. R. Lows be re-elected auditors. Mr. Wong seconded. Carried.

The Chairman:—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready on Monday.

HONGKONG'S CATTLE TRADE.

PORT PLACED UNDER BAN BY MANILA.

On and after June 1 no cattle from the China coast will be allowed to land in this city unless there is positive proof that no disease exists among them, reports the *Cablenews American*.

The director of agriculture has declared the ports of Hongkong, Amoy, Shanghai and other ports along the Chinese coast either on the mainland or adjacent islands to be infected with a dangerous communicable animal disease. A general order of the bureau of agriculture was issued yesterday in accordance with a letter from the secretary of the interior governing the importation of domestic animals into the Philippine Islands, formerly shipments of cattle from infected ports were allowed to remain in the bay on ten days quarantine, but those which were well were allowed to be landed for immediate slaughter only. The new order of the bureau of agriculture was promulgated to lessen the danger from infected shipments and provides that those cattle arriving here which have infection among them will not be landed and must be taken away from the islands; also if there is infection of any kind on the vessel no animals will be allowed to land. If the cattle come from the ports declared to be infected and arrive without disease, they can go on board the lighters for ten days' quarantine as before and can be landed in case the disease does not appear in that time.

Whenever animals imported into the Philippine Islands from foreign ports upon arrival in any port are found to be suffering from infected "fever," or exposed to any dangerous communicable animal disease, the landing of animals in such shipment will not be allowed, but they with all the effects pertaining to them must be removed from the Philippine Islands.

If animals imported into the Philippine Islands from any foreign port considered and declared by the director of agriculture to be infected with dangerous communicable animal disease arrive apparently free from such disease they will be permitted to land ten days after their departure from the port of origin, provided no disease has appeared among them during this period. Permission will be given for the transfer of such animals from the vessel on which they arrive to lighters, wharves, or other suitable vessels, where they will be held until the above mentioned ten days shall have elapsed, or, if any such animal disease appears, until they have been free from disease for a period of ten days, when they may be brought ashore.

Animals imported into the Philippine Islands from a non-infected port of any foreign country, in which country any animal disease is known to exist, may be landed immediately upon arrival if found free from dangerous communicable animal disease, and will be quarantined on shore until ten days shall have elapsed from the date of embarkation.

Animals imported from foreign countries where rinderpest, surra, and foot-and-mouth disease do not exist may be landed immediately upon arrival, if found free from dangerous communicable animal disease, and will not be held in quarantine unless exposed to infection after arrival.

The provisions of this General Order shall become effective on and after June 1, 1910, and shall supersede all portions of General Orders Numbered 13 and 14, in conflict therewith.

Mr. H. V. Henson, head of the Yokohama branch of Messrs. Jardine, Matheson & Co., is making a trip to England. In connection with his departure the Yokohama Municipal Council held a meeting on the 25th inst., reports the *Japan Gazette*, and decided to present Mr. Henson with a pair of large Makara vases in recognition of his services, during his year of office as Chairman of the Yokohama Foreign Board of Trade, in promoting the interests of the Municipality. The presentation took place on Friday afternoon.

NOTES BY THE WAY.

THE CRITIC CRITICISED.

I notice that my comments last week on the question of the management of the local prison has excited the wrath of a correspondent who has taken exception in vigorous terms to the word "paradise" used in describing the criminal's residence. Of course, opinions differ as to what constitutes "real, unadorned paradise," but I am inclined to believe that the correspondent in question will agree with me when I say that when a long-sentence gentleman succeeds in obtaining his freedom with such ridiculous ease as appears to have been the case on more than one occasion recently, he must surely pass through that extremely desirous state of overwhelming tranquillity which we are told is only to be found when we have crossed over to that distant bourne whence no traveller returns. Perhaps the old dictum of "What's one man's food," etc., may be applied in the case of different individuals with different turns of mind as far as this particular question is concerned. Personally, I know of several people who had deliberately committed an offence for the express purpose of being received in State lodgings and, what's more, on appealing before the "bank" they made no bones of it but calmly informed the astonished gentleman in the bench of their wish to make a bed-line for the King's boarding-house. So it is quite clear that there are people, no matter how few the number, who look upon bread and skilful as the acme of paradise as compared with their ordinary existence.

EXQUISITE (?) TORTURE.

So much for the matter of paradise, but it is not easy to understand why my critic should have thought fit to drag in the question of prison torture. He is of the opinion that the barbarous and useless tasks of shot-drill and oakum-picking are two of the most demoralizing means of punishment which the brain of man could devise. Victoria Gaol like the rest of its kindred institutions may not exactly be described as a paradise, but the punishments complained of are the faults of the age in which we live and have as much control over their continuance or abolition as my critic "The Triangle." It is agreed by all intelligent individuals that the prison was primarily meant as a means of reform rather than vengeance but that this fact is unfortunately lost sight of by those responsible is one of the many weaknesses of our much-boasted civilisation, and has nothing to do with the present state of affairs existing with regard to Victoria Gaol. Perhaps "The Triangle" if he is really bent on making himself useful would do well to put his shoulders to the wheel, to save, grand edict and start a sweeping reform against prison methods which are at present existent. If success crowns his efforts, the unpaired thanks of thousands of outraged humanity will go out to their saviour for their merciful emancipation from a state of revolting cruelty. Quaker stories have been related of queerer things which have happened within the walls of prisons, but I am certain not one of the favoured few to whom the inner life of Victoria Gaol can be said to be as an open book. And there I am content to leave the matter.

IS IT AN IMPOSTOR?

The other day, my attention was drawn by a friend to a curious pamphlet which evidently emanated from a sectarian source somewhere north of Hongkong. The pamphlet in question was issued under the mask of anonymity and the sum-total of its object appeared to be the redemption of lost souls, grand edict and start a sweeping reform against prison methods which are at present existent. But what struck me as a remarkable fact was a most ingenious combination of spiritual aid with materialistic considerations. The writer of the pamphlet whilst inviting those whom he terms "beyond redemption" to avail themselves of timely aid at the same time took care to recommend them to patronise a certain establishment when in need of summer apparel, which would confer on the purchasers an immense benefit, and as a result of this, all through the sole desire to do good to fellow-creatures, at least, that's what was asked to believe. The fact seems to surround certain good people. At all events, the pamphlet sounds like a free advertisement for somebody's goods!

OIL AND RUBBER.

All the rubber market experts and their hangers-on are busy explaining that the rubber "boom" is by no means done with, and may be they are right. The writer of "City Notes" in a leading London contemporary would advise the public, however, to make a careful study of the estimated growth in the rubber output during the next year or two, to remember that Brazil is merely modest in its output at the moment in comparison with its capacity, and to recall that those high rubber prices will not last for ever. It is necessary, in fact, to regard the present gifts "from the gods" as merely a special bonus, and to consider values on a much more conservative basis. A glance at yields will then help to sober the enthusiast in the oil group the hanks-out of the weaklings. Little doubt that this market will also be worked vigorously. The market has not yet got to the stage of tall talk. When it does, the motor industry and what not will be pressed into service to show that, whatever the increased output, prices will advance, and that the "boom" has come to stay. The oil, like the rubber market, will have its mad days. It is vastly entertaining to those who remember the "booms" of by-gone days. None the less, the public who can watch closely, and have the necessary capital, can do well enough in such periods. But the market, and more especially the company promoter, does far better, and is royally assisted by the journalistic "boom-whackers."

CASUAL

Gaol in Hongkong.

IS IT A "PARADISE?"

(Special to the "Hongkong Telegraph.")

I do not propose to use the hospitality of your column to argue with my friend "Casual Guide," who seems to have misunderstood a little the letter I wrote about the above subject. I did not blame him for the faults of the age in which we live. Now do I complain of his generally naive invitation to me to "put my shoulders to the wheel in one grand effort and start a sweeping reform against prison methods which are at present existent." I cannot, being circumscribed by my three sides, fill all the world as did the immortal Howard with the fire of my pity for those who most need and least deserve pity. No individual Englishman is to be blamed for not heading a Crusade. But every one of us should raise his voice and direct his will against tyranny and, as the "Casual Guide" writes, "the evil of the English prison system." We often use the word "in English" when condemning something base, unworthy, degrading. Our pride of race places us in the van of Freedom lovers, and we like to think of ourselves as the most highly developed, mentally, morally and socially, of all the civilized sons of men. My single voice therefore is not that of one crying in the wilderness.

"IS IT TRUE?"

asked an American gentleman of intellectual tastes and strong personality. "Is it true that you British are so far behind the times as still to tolerate torture in your prisons?" This question was asked in Hongkong, one evening, in a small company of comfortable smokers after dinner. It was of course instantly answered in the negative, and with some emphasis. "Well, I don't know what you call torture," said the American, "but I know what I do." In the discussion which followed it became apparent that only two or three men present thoroughly understood the point made by the American. He had asked whether we British tolerated torture in our prisons. I was surprised to learn, and so were others, that our prison system was not perfect. No one need be blamed for not being omniscient. But deficiency in human sympathy is a fault to be ashamed of. For what does the callous man feel or pity? For what does he not feel? So when one man said that criminals were not fit objects of sympathy, it became necessary to explain that he had missed the whole point, which was

"WHAT IS TORTURE?"

Now this word instantly calls to most minds thoughts of whips and racks, thumbscrews, and the "boots." We are neighbours of the Empire where judicial torture is forbidden by the Penal Code, but where it is nevertheless practised every day. Not much more than two hundred years ago the British Isles were not innocent of it, in the same naked and frightful form. Under other forms it existed until our time. Charles Reade's "It's never too late to mend" was a book which informed an ignorant public and awakened national remorse. Yet the prisons of his time were "Paradise" as compared with those of the time of Howard, or Elizabeth Fry. To congratulate ourselves on such an improvement is merely stupid and futile. The advance has been made, but it is not given as cause for self-congratulation. For us men in civilisation, so do his responsibilities accumulate. And the greater the amenities afforded him by a highly complicated mental and moral progress, the greater becomes his capacity for suffering. To a Chinese criminal, not unaccustomed to the horrors of a Chinese prison, a European gaol might appear to afford all the necessities of life together with many hitherto unknown comforts. To some starving wretches in Europe, not far removed in the social scale from that Chinese, the same gaol might appear to be the same thing. But to you and me it would be

MISERY BEYOND UTTERANCE.

Let us imagine the case of a European shop assistant who having fallen into bad company, has been driven by gambling and other sins into "borrowing" from his employer's cash, or extorting irregularly "amounts" not to felony at least to a misdemeanor punishable by hard labour. "Serve him right!" Why yes, of course, serve him right. He has committed a serious offence, against society and must be punished. He justly loses his good name, is degraded from the ranks of honest men, and is placed in strict confinement, and bodily duress. All this is necessary, and the suffering inseparable from his punishment which this criminal must go through, if accompanied by the reforming influences which should be exercised in the prisons of every modern civilised State, will do him good, and while vindicating the Law and protecting Society, will reclaim and perhaps redeem him. But what if the suffering be of a very different nature? What if the delinquent, smarting under the worst of disaster which can befall a civilized man in our social order, is subjected to no reforming and reclaiming, but to debasing, demoralising and it is the only word to use, vindictive punishment? The prison diet, laststone though it be, might be taken as part of a just penalty. The severity of bodily labour exercised to the verge of exhaustion in an exhausting climate and with only that prison diet to sustain him, might be entered by the criminal in the same spirit of penitence and resignation. The prison privation of regular recreation, however greatly it humiliated and distressed one unused to such rigours. But to the bitterness of physical toil continued to the extreme permitted by medical superintendence add the gratuitous mental agony of complete uselessness. Make the criminal march at the word of command into a yard in the middle of which are a number of iron or stone weights arranged in a circle. Let him be forced to pick up one, march three steps and put it down, exchanging it for another, with which he must march three steps and again exchange, and continue in this way round and round the circle until not only his back but his heart are breaking. Let a warden then suddenly order him to place all the weights in a straight line and continue the same march. This is shot-drill. The glib purposeless caprice of the warden may find refinements of uselessness. My pen can but hint at them. The tread-mill, abolished in most civilized prisons, continues its career of hopeless unproductiveness here. It needs no description. Have you ever seen a squirrel turning a wheel in a cage? Even if you have not, you have seen a squirrel in the cage, and you know the type of hopeless despairing toil, without end, without reward, without result, save death. And what is to be said of those who are forced to earn their daily bread in the sad occupation of this dealing with their fellow men? One of these men is reported to have said "you see we have first to

BREAK THEIR SPIRIT

and then keep 'em hard at it." Quite so. But is this right? I could not but agree with the American gentleman who started the discussion in his indignation at such a process being actually avowed as part of the recognized official system in any British prison. "Why," he cried, "that's what I call torture. The law has a right to punish, but it has nowhere any sanction for spirit-breaking. By what right do you degrade the soul? You put a man through

to do mischief to the heads of whom? A class that as all ages have been mistreated—the gaoler and prison warden. Hardened by a long course of spirit-breaking, what can you expect from such beings but callous indifference at the best, and under such a God-defying system you must constantly produce the worst. You have a Church, you Britishers, a State Church, a Christian Church? You have no vague recollection of certain words about 'breaking the bruised reed?' We banded to assure our friend that the National Church provided chaplains who were the only friends prisoners had. He declared that that was more than true to us, that we left the practice of Christianity to chaplains. And I wonder how much longer 'spirit-breaking' is to continue, protest against it in the name of reason and common-sense, not to speak of holier grounds, on one of which, Civilization, is based.

THE TRIANGLE.

THE CHINCHOU-AIGUN RAILWAY.

PROBABILITY OF CONSTRUCTION.

London, May 25. Mr. W. H. D. Wright is now in Paris, where he will meet Mr. Pierpont Morgan, the financier, (whose interests in the Far East Mr. Wright represents). Before his return to China Mr. Wright will call at St. Petersburg to discuss with the officials concerned the attitude of Russia towards the Chinchou-Aigun Railway. The Standard believes that the difficulties regarding the line will probably sooner or later be surmounted and adds that none of the Powers are violently antagonistic. The probability is that with judicious action China would find no opposition to thus developing her own resources. It is always possible that the Peking authorities may decide to mine the line without waiting for general approbation. In that case it is unlikely that the Powers affected will take any particular action, but merely recognize the fact, inasmuch as the line need not necessarily be extended, at first, to the Russian frontier and therefore should not raise an international question. N. C. D. News.

BULLION.

Messrs. Samuel Montagu and Co's Circular dated London, May 5, contains the following:—Gold.—The total amount of bar gold available was £1,000,000, of which India (£187,000) and the Continent absorbed about £400,000, and the remainder was acquired by the Bank of England. The Bank's stock of gold was also augmented on Monday by a record arrival of £1,000,000 in U.S. gold coin from the States, over £1,000,000 of which was brought over to the str. Kronprinzessin Cecilie. This represents the largest amount carried on one steamer, eastward bound, but close on £3,000,000 was carried by the str. Lusitania westward to New York, at the time of the last American financial crisis. The arrival of this parcel had an immediate effect on discount rates, although the market was already well aware that the shipment was on the way.

The following amounts were received by the Bank:—April 28, £136,000 in bar gold. " 28, 411,000 in U.S. gold coin from Paris. " 29, 98,000 in bar gold. " 30, 79,000 in bar gold. " 30, 27,000 in sovereigns from Australia. May 2, 99,000 in bar gold. " 2, 2,000,000 in U.S. gold coin from New York. " 3, 73,000 in U.S. gold coin from New York. " 3, 135,000 in bar gold. " 4, 915,000 in U.S. gold coin from New York. " 4, 81,000 in bar gold. Withdrawals were made as under:—April 28, £12,000 in sovereigns for South America. " 29, 2,000 in sovereigns set aside for Straits Settlements. May 4, 350,000 in sovereigns for Holland. " 4, 65,000 in sovereigns for Brazil. " 4, 115,000 in sovereigns for South America.

The net inflow during the week amounted to £4,115,000. As pre-arranged, £200,000 which arrived from Egypt on Saturday was set aside for the Indian Currency Reserve. A further £50,000 due from Egypt on May 13 has been purchased by the Secretary of State for India. Silver.—The lowest price recorded last month was 24 pence for cash; the highest—exactly one penny above that figure—25 pence for a month, the latter quotation being a record since June 16, 1908. Looking broadly at the movements during the month, the trend has been persistently upward. On five days there has been a premium of 1/100 on forward silver. We append statistics:—Highest: 24 1/2 d. 24 1/2 d. on 30th. Lowest: 24 d. 24 1/100 d. on 7th.

Up to the close of April about £700,000 had been shipped to India in excess of the corresponding period of last year. The amount for China is about the same. We cannot help thinking that the bazaar demand is not likely to continue much longer on the same large scale as recently, especially as they have been able to secure a large amount (£100,000) direct from China during the last day or two. Indian speculators have already built up a large 'bull' position on this market, so that the stock in India is no longer a reliable indication of the position over there. On the other hand the China 'bull' account here has been almost wiped out, and any important increase in the export trade from that country would cause further sales on their account to cease entirely, particularly if the price of cotton goods remains at its present level. A shipment of 150,000 oz. was made from San Francisco to the Far East.

Messrs. Macartney and Goldsmid's Circular dated London, May 6, says:—Silver has been a very quiet market, in sharp contrast to the activity of the past few weeks. Although the price advanced again on 30th to 24 1/2 d. and 25 d. it has since sagged to 24 1/100 d. and 24 1/100 d. which we quote to-day with a steady tendency. While buyers have not manifested much eagerness, selling has been on a small scale, the offerings from America in particular being rather lighter than usual. Early in the week there were a few small sales from China, but the Eastern banks do not seem disposed to follow the price down in view of the importance of the export season. Gold was again in some demand for the Continent, but after satisfying this inquiry and the usual Indian orders, there remained about £600,000 which was secured by the Bank of England.

The arrivals for the week amount to £4,317,000; this includes £3,508,000 in United States coin, the last shipment of the recent purchases. The withdrawals total £330,000 in sovereigns for Holland and Brazil.

A. S. WATSON & CO., LIMITED.

ANNUAL MEETING.

The twenty-first annual ordinary general meeting of A. S. Watson & Co., Ltd. (Incorporated in Hongkong) was held at the offices of the company in Alexandra Buildings, at noon, to-day, for the purpose of receiving the report of the general managers, together with a statement of accounts to 31st December, 1909. Mr. Henry Humphreys presided. There were also present—Sir Horamjee N. Mody, H. M. Mr. E. Osborn (constituting committee), Messrs. J. M. E. Machado, L. W. Terry, J. McCubbin, Enos Selb, L. Guy, D. B. Clark, E. J. Chapman, Pang Shu-chun, A. H. Ough, and J. A. Tarrant (Secretary).

The Secretary read the account convening the meeting. The Chairman said:—Gentlemen, I propose to follow the usual course and take the report and statement of accounts as read. You will note that "Extra Concession Lot No. 78 and the building thereon, Canton, \$9,066" appears in the accounts for the first time. The Chinese landlords would not grant another lease of the premises except at a prohibitive rent, so your general managers with the approval of the consulting committee, decided to buy the property, Marine Lot No. 26, with the building thereon, has been sold for \$165,000 and will not again appear in the balance sheet. The difference between \$165,000 and the amount it stood in our books last year, viz. \$173,917.82 amounts to \$8,917.82. This sum represents money formerly spent on improvements to the factory building now sold; so has accordingly been transferred to building improvements account. We shall commence the erection of a new factory at North Point more suited to our needs, at once. The Hankow branch was sold on 31st December, 1909, at its book value, and the amount of our general liabilities has been correspondingly reduced. Our policy in the future will be to concentrate the business more and to close as opportunity offers all the small European branches or immediately adjacent to Hongkong; as such branches, in addition to being difficult to supervise, are dependent largely on the personality of the particular individual in charge for the time being. If, as often happens in the summer, he gets sick, we have to send relief from Hongkong at the very time of the year we can least afford to part with any of our men, and the business suffers in consequence. At our last annual meeting the Chairman referred to the falling off in the returns of the Bund branch of Messrs. J. & L. Lehmann and to the decision of the General Managers to close it. This was done on 31st May last year and the stock transferred elsewhere. Until, however, the lease expires on 31st Dec. 1911, further though smaller losses will have to be faced in connection with this branch. Unfortunately during the year under review the loss at this branch has been coincident with smaller profits in the North and also in South China, Hongkong & Manila. The low rate of exchange which ruled during the year, the largely increased rents we now have to pay for many of our business premises, and increased losses on subsidiary consignee have combined to bring about poor results. To these may be added "wages," which as regards individual members of both the European and Chinese staff ever tend upwards. Fortunately the low prices we are now compelled to charge as a result of the keen competition we have to meet from both European and Chinese, have, in several instances, been productive of a larger turnover. The question of retrenchment has engaged the earnest attention of your general managers for some time past and considerable economies have already been effected. As the profits for 1909 were less than \$83,500, the general managers, in accordance with article 50 of the articles of association, are not entitled to their 5% commission; and for the same reason the consulting committee, in accordance with article 92 of the articles of association, will receive no remuneration. This year has started better than last so that we have reasonable grounds for hoping that we shall be able to come before you next year with a better report. I have nothing to add but if any shareholder has any questions to ask I shall be pleased to answer them.

There were no questions. The Chairman moved the adoption of the report and accounts. Mr. A. H. Ough seconded. The motion was carried unanimously. The appointment of Sir Horamjee Mody as a member of the consulting committee was confirmed on the motion of the Chairman, seconded by Mr. Chapman. Mr. E. Selb moved the re-election of Mr. Francis Mahland and Mr. W. Hutton Potts as auditors. Mr. J. M. E. Machado seconded. Agreed. The Chairman:—That is all the business of the meeting, gentlemen. I thank you for your attendance. Dividend warrants are now ready and can be had by you applying for them. The meeting then closed.

CORRESPONDENCE.

THE MEMORIAL SERVICE.

To THE EDITOR OF THE "HONGKONG TELEGRAPH." Dear Sir,—I enclose copy of a letter that has reached me from the Colonial Secretary with reference to the service held in the Cathedral of King Edward VII. and I am to add that His Excellency much appreciated the action of the sent-holders in the Cathedral in placing their seats at the disposal of the Government for the accommodation of the officers of His Majesty's civil, naval and military service and of Foreign Consuls and others.—I am, etc.

(Sd.) A. M. THOMSON, Colonial Secretary.

The Hon. Secretary, Church Body.

THE cruisers *Challenger* and *Cleveland* have arrived at Cavite from their long cruise in China waters. The *Cleveland* is commanded by Commander Hugh Rodman and the *Challenger* by Commander John D. McDonald. Both ships expect to be ordered to the United States shortly. The *New Orleans*, commanded by Commander Roger Wells, has been reported as having joined the fleet in China.

WATKINS, LIMITED.

ANNUAL MEETING.

The eleventh ordinary annual meeting of shareholders in Messrs. Watkins, Limited, for the purpose of presenting the report of the general managers and a statement of accounts for the year ended 31st December, 1909, was held at the Company's office at noon to-day. Mr. G. A. Watkins took the chair and others present were Messrs. Chan A. Fook, A. R. Lowe and S. D. Mehal.

Mr. Chan A. Fook having read the notice convening the meeting, the Chairman said:—Gentlemen, The report and accounts are in my hands, and with your permission, we will take them as read. We commenced the year with improved prospects and I am pleased to inform you that our volume of business has been much larger than the previous year. In order to meet increased competition we had, however, to considerably reduce our prices all round and this, taken in conjunction with a loss of some \$2,000 in exchange, as against a profit of over \$3,000 in 1908, accounts mainly for the smaller profit shown. Nevertheless, your Directors have agreed to fulfil the promise made at the annual meeting last year by declaring a dividend, which, we trust, will meet with your approval. Your property in written down to the lowest possible figure that the auditors would agree to. With regard to the stock-in-trade in particular, it is extensive, up-to-date and fresh, and evidently meets with public approval, if we may judge from the increased amount of business done.

With these remarks, I beg to propose the adoption of the report and accounts as presented. Before putting this to the vote I shall, however, be pleased to answer any questions. These were no questions. The Chairman:—Will any shareholder present kindly second the resolution now before the meeting? Mr. Mehal seconded the resolution, which was carried unanimously. The Chairman:—Dividend warrants will be ready on and after Thursday as application at this office; they will not be sent out. There being no further business before the meeting, I thank you, gentlemen, for your attendance. This was all the business.

The report and statement of accounts are as follows:—Gentlemen,—We have the pleasure to submit our Report and Statement of the Accounts of the Company for the year ended 31st December, 1909. The result of the year's trading shows a gross profit of \$7,035.65 after paying all working charges and writing down the stock to the rate of exchange ruling at 31st December 1st. To this amount must be added the balance of \$5,677.55 brought forward from last year also interest and Transfer Fees making a total of \$12,713.20, from which your General Managers have had to meet the following:—Interest—\$1,033.92 Depreciation—\$1,000.00 Furniture & Fixtures 5% 420.19 Steam Launch 1,100.00 Rent Account 18.63 Loss on Subsidiary Consignee 1,742.04 Legal Expenses 814.25

thus leaving a sum of \$3,519.41 available for appropriation.

The Company is still cramped for working Capital, but its Assets having been written down to sale values, your General Managers are agreeable, with the consent of the Shareholders, to distribute \$3,500 to pay a dividend of 3 1/2% and carry forward \$19.41 to next year.

AUDITORS. The Accounts have been audited by Messrs. Lowe, Bingham and Matthews, Professional Accountants.

CHAN A. FOOK, G. A. WATKINS, General Managers.

Hongkong, 24th May, 1910.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1909.

To rents, rates and telephone paid \$3,078.63 Less rents received 3,000.00 To interest on bills payable 1,033.92 To Depreciation—Shop fittings and fixtures at 5% 420.19 Steam launch specially depreciated 1,100.00 To loss on subsidiary consignee 1,742.04 To legal expenses 814.25

To balance as per balance sheet 5,128.03 Cr. By balance from last year 7,617.55 By balance of working account 7,001.65 By transfer fees 50

By bank and loan interest received Less paid 35.74

BALANCE SHEET—31ST DECEMBER, 1909.

Capital—10,000 shares of \$10 each fully paid up 100,000.00 Creditors—Loan \$1,000.00 Trade creditors' acceptances 7,591.10 Open accounts 16,033.64 Unclaimed dividends 430.10

Profit and loss account 25,060.84

Assets: Building—As at 31st December, 1908 \$37,209.24 Less building depreciation reserve 8% as per balance sheet at 31st December, 1908 17,209.24

Furniture and Fixtures—As per balance sheet at 31st Dec. 1908 8,403.92 Less depreciation 5% written off 410.19

Additions during the year 7,983.73

Aerated Water Plant—As per balance sheet at 31st Dec. 1908 3,000.00 Cost to date 3,100.00 Less amount written off as depreciation 1,000.00

Stock on hand (staring at 1/10 9/16) 69,394.24 Less reserve as per last account 6,000.00

61,394.24

Sundry Debtors—Trade 28,667.24 Sundries 5,093.62 Less reserve for bad and doubtful debts 4,980.46

Unexpired Fire Insurance and Licences 28,780.58 Cash:—In hand 3,371.41 Hongkong and Shanghai Bank 437.40 International Banking Corporation 11,400.07

14,208.88 \$128,580.25

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 28th ult.:—

Business in local stocks has again been very limited and there has been some slight falling off in prices.

Rubbers.—The week has been a quiet one with small business passing. London comes steady at the close with Para Fine Hard Rubber at 40/- per lb.

Hongkong and Shanghai Banks have further weakened and business has been done as low as \$90/- at this price, however, there are buyers. Nationals are unchanged at \$76.

Marine Insurances.—Quotations are steady at \$177. Unions have depreciated and a few shares are obtainable at \$830. North China are unchanged at Tls. 110; while Yangtzes have been reduced to \$205.

Fire Insurances.—China Fires continue in demand at \$114 and Hongkong Fires at \$347. Shipping.—Hongkong, Canton and Macao Steamships have been offering rather freely; as low as \$10/- has been accepted. Indo China have been somewhat erratic but a fair business for cash and forward has been put through.

The market closes with sellers at \$72. Shanghai quote buyers at Tls. 51 and London is unchanged at £80/-.

Star Ferries are now quoted ex-dividend at \$14 for the old shares and \$14 for the new ones. Douglas Steamships have been dealt in at \$33. We understand the "Haimun" is now under French charter, for carrying the mails between here and Saigon.

Shell Transports have been bought from home as high as 99/- but at the close can be had cheaper.

Refineries.—China Sugars have not retained their position and shares are on offer at \$173 after reported sales at \$175. Luzens are weak at \$17.

Mining.—Rubbs are still on offer at \$8. Headwaters again changed hands at P. 10 and more shares are wanted.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks are required for at \$53 and Shanghai Docks at Tls. 77. Kowloon Wharves are a share easier with sellers at \$59. Shanghai and Hongkong Wharves have been sold at Tls. 122.

Land, Hotels and Buildings.—Hongkong Lands can be had at \$102. Kowloon Lands have been sold at \$10. Hongkong Hotels have been done in small lots at \$107. The new shares are offering at \$83. Shanghai Lands have been bought at Tls. 112. Humphreys have been dealt in at \$81.

Cotton Mills.—Ewos are unchanged according to advice received by wire to-day, viz. Tls. 1301; other Northern Mills show little or no change. Hongkong Cottons are weak at \$82.

Miscellaneous.—Green Islands have again been dealt in largely, the market closing with sellers at \$4. China Providents have been bought at \$44, and China-Borneo at \$104. Hongkong Electric have been sold at \$10, and China Lights at \$180. Watsons are offering at \$64 after sale at \$61. The Annual Meeting to be held on the 31st inst., a dividend of 2 pence will be proposed, absorbing \$7,000 and after writing off the sum of \$10,000, there will be a balance of \$1,776.81 to be carried forward.

Dairy Farms are quite strong at \$19. Pulpas have again been bought at \$35 (Local Currency). Lungkats come lower at Tls. 1,425 and Shanghai Sumatras at Tls. 330.

Rubbers.—There have been no important changes and only a small business has been effected. London Asiatics have been split into 2/- shares and are quoted 16/- buyers from London. Sungai Kapars have also been split into 2/- shares and come 18/- buyers. Linggias have been sold at 61/- and Anglo Malays at 29/3. In Singapore stocks there is practically nothing to report. Changkat Serdangs have been negotiated at \$10 (Straits) and Sandycrofts at \$40. Glaseleys have been dealt in at \$3.

Exchange.—The Bank's selling rate on London is 9 1/16 on demand. The T/T. rate on Shanghai is 74 1/2.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of 28th May:—Since issue of our last freight report dated 14th instant, there has been little or no change in freight market conditions, and chartering was light throughout the fortnight. The offerings of tonnage are limited, rates are strongly supported at the basis of recent fixtures, and, in some instances, advances are recorded.

Salmon to Hongkong.—Rates have again advanced to 21 cents, and at the close there is a noticeable improvement in the demand for tonnage and an increased activity is expected shortly in this direction.

Salmon to North.—No fresh fixtures are reported. A good deal of rice is being shipped by regular liners in small lots from here.

Salmon to Java.—A fixture has been done locally, terms are kept private.

Salmon to Philippines.—There are some fresh orders in the market, and demand for fairly prompt was filled by the charter of a few boats at 37 cents for part cargoes of 25,000 piculs.

Bangkok.—Cargo continues plentiful, but there is no immediate prospect of higher rates. Another charter is on record, the s.s. *Maris* at 27/200 cents per picul.

Newchwang to Amoy.—The s.s. *Holstein* has been taken up for another trip at a slightly improved rate.

Coal Freight from Japan are steady. Business was done in following directions:—Mol to Hongkong \$1, Karatsu to Hongkong \$2, Wakamatsu/Sawato \$2.15, Newchwang/Canton \$5, and Hongkong/Hongkong at \$1.80 per ton.

Time-charters.—The Nor. s.s. *Prometheus* formerly engaged on the Bangkok/Hongkong run has been chartered for 5 months at \$6,200 to carry cattle, and the s.s. *Solids* is again taken up in continuation of present charter for the same trade for a term of 3 1/2 months at \$5,750 per month.

Concerning Northern freights, Messrs. Wheelock and Co., Shanghai, report in their circular under date of 19th May:—Since last writing, a few more vessels have been taken up on a time charter basis, and there is now practically no loose tonnage seeking employment, at the same time the demand has also subsided somewhat as the Native Authorities have stopped all the export of cereals from the

Yangtze river ports and there is very little doing in coal-freights. Ball Tonnage Loading or to Load. For Baltimore and New York. Brit. barque *Edgip*, 2,900 tons net reg., to load in September/October. Brit. ship *Julipolis*, 2,631 tons net reg., to load in November/December. Ball Tonnage Disengaged:—Brit. barque *Arwen*, 2,972 tons net reg., arrived 20th May. Departure of Sailors:—None.

ROBBE MARKET.

37th May. Owing to a drop in the raw material, the rubber market generally suffered a slight set back during the early part of the week, but at the close a steeper feeling prevailed. The transactions put through were on a smaller scale and at declining rates. In Singapore stocks only a small business has to be recorded, and closing rates are practically unaltered.

Para Hard Fines Rubbers declined to 9/6. Anglo Malays open firm at 32/-, but declined gradually to 30/- at which sales have been effected.

Allatras, after sales at the early part of the week at 7/9, are wanted at 7/- with probable sellers at 7/3.

Carey Uniteds are quiet at 3 1/2/- prem. Eastern International found buyers at 54/- prem. with further sales later at 52/-, 48/-, 47 1/2/-, 40/- and 43/- prem, closing with inquiries at 40/- prem.

Linggias have been dealt in at 61/- and 63/- but there are now no buyers over 60/-.

London Ventures have changed hands at 9/- and 8 1/2/-, closing easier at the close, with sellers at 8/-.

Mellinams are on offer at 8/-.

Tangkabs improved to 39/- prem during the early part of the week but now comes lower with probable buyers at 32 1/2/- prem.

United Serdangs were taken off the market at 15 1/2/-, 15/- and 14 1/2/-, closing steady at 14 1/2/-.

United Sumatras have weakened to 12/- at which price they rule quiet.

Sumatra Paras after sales at 14 1/2/- are on offer at 17/-.

Bilgowsies are wanted at \$10 with no sellers under \$12.

Changkat Serdangs have been sold \$18 1/2 and \$18, closing weak with sellers at \$17.

Glaseleys, after small sales at \$3, are wanted. Indragiris have sellers at \$35; with sales round about \$32.

Pajamas are steady at \$10.

Pegobas have been sold locally at \$50, closing in demand.

Sandycrofts have again come into favour with sales at \$40.

United Singaporeans are offering at \$4. The Bank's closing T. T. quotations are as follows:—

RUBBER COMPANIES'

MEETINGS.

HIGHLANDS AND LOWLANDS BARA BUNDES

Sir Frank A. Swettenham, presiding at the meeting of the Highlands and Lowlands Rubber Company, Limited, said that their property was divided into three estates, the first two of which had been producing rubber for some years, and the third would begin to do so next year. As regarded the Ayer Kuning property, it was one of the best hill estates known anywhere. It contained 3,600 acres of rubber, and the trees were well-grown and the places free from weeds. On both the Highlands and the Batu Ujong estates the supply of labour was ample and the health excellent. These

two estates had produced last year 340,359 lbs. of rubber from 1,220 acres. That was equal to 283 lbs. to the acre. The average was not high because about 19,000 trees had been tapped for the first time, but to show what the property was capable of, he might tell them that one block of trees on the Batu Ujong estate of

123 acres with 7,282 trees of which 562 had been tapped for the first time last April, had given an average of nearly 3 lbs. of rubber per tree. Their entire crop of rubber for the year 1909 had been sold at such a price as to give an average of about 75 4d net per lb. after deducting the sale charges and commission, which amounted to about 7d per lb. They had never sold forward a single pound of rubber, and time at the fortnightly sales had obtained the highest prices for the rubber sold. The capital had been called up and expended. The same directors had received a circular under date of 20th inst., explaining the decision the directors had arrived at, whereby they won't receive a certain number of shares in a new company free of cost while the rest of the shares would be allotted to them pro rata to their present holdings, and to the same sum up. Whatever shares were not subscribed for by the Highlanders and Lowlanders Rubber Company, and none of them would go to the public. The position and prospects were most satisfactory.

In the course of the discussion, the chairman was asked whether it was proposed to subdivide the shares into shares of 2s. each, and in reply he said that, if desired, it could be done.

pany had a capital of £300,000 in £1 shares, to capital the shares would give them three million shares, which he did not think a desirable amount.

LINGGI PLANTATIONS.

At the annual meeting of the Linggi Plantations, on 2nd ult., Sir W. H. Treacher, who presided, stated that the net price obtained for the rubber was 6s. 1.8d per lb. This might not be quite up to the expectations of some shareholders but, compared with certain other large producing companies it was not unsatisfactory. In 1909 they exported 545,201b of rubber against 400,000lb the year before, and they had sold forward 108,000lb of rubber at 6s. per lb., but of an estimated output of 850,000lb. In view of the present sentiment as to the probable trend of values being rather to higher than lower prices, the directors did not propose as at present advised to make any more forward sales. In the meantime, they had been at the producing side, and the result was that a considerable proportion of their stock came on the market before the great rise of prices.

With regard to the future of prices, he had no information that was not available to all the

probabilities. For some time to come the probability was that the present price would be attained. Some authorities held that it would increase. It was possible to arrange for a forward contract at us. 6d. per lb. and for a lot of 100, 6d. per lb.

A great improvement in the work of tapping was visible on their estates. There was no cause of alarm with regard to root disease, while white ants were easily coped with by means of a destroyer now in use. The present policy as to extensions was to increase their cultivated areas from 4 250 acres to 5,000 acres as soon as practicable. This would leave them with a reserve of about 5,000 acres, the development of which would stand over for the present, as the staff would be fully occupied for the time being with the extensions to which he had referred. For this programme and a more extended future programme they had ample funds, without encroaching upon the capital profits from the recent distribution of barks.

GERDONG PERAK RUBBER ESTATE.

The statutory meeting of the Gedong Perak Rubber Estate Limited was held on Monday, 27th, J. L. Sand, who presided, said that the company had issued 36,000 shares, on which the sum of £50,000 had been paid, and it was satisfactory to find that those shares were standing at handsome premium already. In registration fees they had received £9 gs. They had paid £10,000 out of the £10,000, which was the cash purchase consideration of the company, and the other payments were nil in order. At this early date after the incorporation of the company there was not much to show to the shareholders, but, so far, all they had seen was good. They had a report from their visiting agent, in which he stated that the 150 acres of rubber which had always been kept clean were growing remarkably well, and that the 150 acres which had not

been very well cultivated were being cleaned up as rapidly as possible, and that there was every prospect of their rapidly expanding also. Arrangements were also being made to develop the resources of the company as fast as possible opening up new land, although there was some difficulty in securing labour.

SHELFORD RUBBER ESTATE.

The report of the Shelford Rubber Estate, limited, states that the yield of dry rubber

launched this year the "Neptune," with 20,000 tons, is only 480 ft. long, with an 86-foot beam.

ly tapped towards the end of the year, this compares with 23,828 lbs. for last year and 11,548 lbs. for the year before. The estimate of rubber to be obtained for this year is 75,000 lbs. The average price received for this year's crop works out at 7s. 0j. per lb. compared with 4s. 1d. for 1928 and 3s. 9jd. in 1927. All expenditure of every nature, with the exception of the cost of the factory and machinery, etc. erected at the end of the year has been debited to revenue. The labour force is somewhat short during the year, but is

satisfactory. The condition of the estate remains excellent. The sum at the credit of profit and loss account amounts to £7,814 out of this the directors recommend that the balance of the preliminary expenses and brokerage connected with the formation of the company be now written off, £2,000, leaving a sum of £5,814. The directors recommend that a dividend of 7½ per cent, free of income tax, should now be declared; this will absorb £875, leaving £939 to be carried forward, subject to directors' fees.

position of a woman in the cannibal
lands of the New Hebrides is terrible, said
Captain E. G. Rason, the late Resident Deputy
Commissioner, to an audience at the Royal
Colonial Institute. Sold by her father at an
early age for three pigs, if she ran away she
would be liable to be pinned to the ground with an
arrow through her instep, or to have the sinews
of the back of her neck cut, and to be

Hongkong's Shipping.

A YEAR'S STATISTICS FOR THE PORT.

There was laid on the table of the Legislative Council, this afternoon, an interesting report by the Harbour Master on the shipping of the Colony for the year 1909. We make the following extracts from the report:—

SHIPPING.

The total of the shipping entering and clearing at ports in the colony during the year 1909 amounted to 527,280 vessels of 34,830,845 tons which, compared with that for 1908, shows a decrease in numbers of 4,833 vessels, with an increase in tonnage of 215,604 tons.

Of this total, 43,791 vessels of 2,415,125 tons were engaged in foreign trade, and were distributed as follows:—

British Ocean-going ships represented 91% in November and 91% in tonnage, 31% in number.

Foreign Ocean-going ships represented 9% in November and 9% in tonnage, 69% in number.

British River Steamers represented 100% in November and 100% in tonnage, 100% in number.

Foreign River Steamers represented 0% in November and 0% in tonnage, 0% in number.

British Launches (under 5 tons) represented 99% in November and 99% in tonnage, 99% in number.

Trading Junks represented 0% in November and 0% in tonnage, 0% in number.

The movements of fishing junks are not included in the above figures.

Of ships of European construction, 4,191 ocean steamers, 7 sailing ships, 3,576 river steamers, and 1,580 steam-launches (i.e., steamships not exceeding 60 tons) entered during the year, giving a daily average entry of 25.6, as compared with 26.8 in 1908.

The average tonnage of individual ocean vessels visiting the port has slightly decreased—from 3,486 tons to 3,390 tons. That of British vessels has remained stationary—2,504 tons against 2,504—while that of foreign vessels has decreased from 3,309 to 3,203 tons.

In this connection it is interesting to note that during the past twenty years the average tonnage of ocean vessels visiting the Colony has risen from 1,813 tons to 3,390 tons.

The average tonnage of river steamers entered during the year decreased from 655 tons, that of British river steamers from 687 to 610 tons, and that of foreign river steamers from 565 to 538 tons.

This table shows an increase in British ocean shipping of 207 ships, of 2,306,571 net register ton, or of 5.3 per cent, in numbers and 3 per cent, in tonnage, which points to a continuance of the revival of trade noted in my report for 1908. The improvement has been continuous throughout the year.

British river steamers have decreased by 466 ships of 58,718 tons, or 7.4 per cent, in numbers and 13 per cent, in tonnage. This is due to the loss of two large steamers, the *Poonan* and *Yankee*, which ran for half of 1908; to the withdrawal of two smaller steamers, the *Hot Sang* and *Kwong Fat*, and to the laying up, during three months of 1909, of another small steamer, the *Tok Hing*.

Foreign ocean vessels have increased by 185 ships of 460,071 tons, or 4.5 per cent, in numbers and 6.2 per cent, in tonnage. This increase is due almost entirely to Japanese shipping, which has increased by 118 ships of 459,191 tons. Increases are also shown under the Norwegian and Swedish flags—61 ships of 64,400 tons, and 47 ships of 70,265 tons, respectively. Portuguese and Dutch flags also small increases. The principal decreases are under French and German colours—of 45 ships of 58,133 tons, and 19 ships of 16,848 tons, respectively; small decreases being shown under Russian, Austrian, and Italian flags. Under the United States flag there was an increase of 7 ships with a decrease in tonnage of 4,212 tons; while there was a similar fall in the average of 21 of Chinese ships, an increase of 3 ships being accompanied by a decrease of 3,503 tons.

Foreign river steamers increased by 73 ships of 4,417 tons, or 5.6 per cent, in numbers, and 0.3 per cent, in tonnage, which is explained by the smaller vessels running more frequently and by larger loss of one. Two small river steamers under Chinese colours were added to the West River run during the year. These vessels run only as far as Kowloon, thus making many more trips than those running to Wuchow.

It may not be out of place to draw a comparison here between the figures and those of twenty years ago. In 1890, 2,591 British ships of 5,242,953 tons entered the port, against 9,856 ships of 11,437,081 tons in 1909. For foreign ships the figures are for 1889, 1,141 ships of 1,306,983 tons and in 1909, 5,885 ships of 8,591,300 tons. These figures are for ocean and river steamers, which were not distinguished in 1889, and ocean sailing ships (not junks).

The actual number of individual ocean vessels of European construction entering during 1909 was 704 being 336 British and 368 foreign. The corresponding figures for 1908 were respectively 745, 361, and 380.

These 704 ships aggregated 1,681,845 tons. They entered 4,118 times, and gave a collective tonnage of 7,716,376 tons. Thus compared with 1908, 41 less ships entered 217 more times, and gave a collective tonnage increased by 313,878 tons.

The 336 British vessels carried 3,595 British officers and 14 foreign officers, the latter consisting of 11 U.S.A., 3 Norwegian and 1 Dutch. Thus the proportion of foreign officers serving in British vessels was 0.42% comprising 3 nationalities. A decrease of 0.02% with a decrease in number of officers and ships.

The 368 foreign vessels carried 7,576 officers of whom 125 were British as follows:—

Chinese vessels 72 69
in Dutch vessels 2 2
in French vessels 3 3
in Japanese vessels 46 54
in United States vessels 4 11

Thus 4% of the officers serving in foreign vessels were of British nationality, a decrease of 0.2% with a decrease in number of ships and officers.

The nationality of the crews in British and Foreign vessels was as follows:—

| VESSELS. | BRITISH CRUISING. | | U. S. A. AND EUROPEANS. | | ASIATIC. | |
|----------|----------------------|--------|----------------------------|--------|----------|---------|
| | 1908 | 1908 | 1909 | 1908 | 1908 | 1909 |
| 365 | 330 | 23,755 | 24,158 | 417 | 381 | 118,378 |
| 380 | 363 | 1,536 | 1,566 | 27,446 | 16,055 | 109,818 |
| | | | | | | 114,330 |
| 745 | 704 | 25,597 | 25,574 | 27,853 | 27,550 | 218,696 |
| | | | | | | 242,661 |

Hence in British vessels:—

100% 15.8% of the crews were British; 0.19% 0.18% of the crews were other Europeans; 83.03% 84.98% of the crews were Asiatic.

And in Foreign vessels:—

100% 0.9% of the crews were British; 1.97% 1.89% of the crews were other Europeans; 79.1% 80.4% of the crews were Asiatic.

TRADE.

As pointed out last year, and in many previous years, the figures which used to appear under this heading were as a whole never accurate, and in some cases, actually misleading. However, in the few items of import trade of which substantially accurate details can be given, the following remarks may prove of interest. These items are coal, kerosene oil, (including all products of petroleum), opium, morphine, compounds of opium, and sugar.

COAL.

Here I find that 1,133,316 tons were imported into the Colony during the year. This shows an increase over the imports of 1908, of 108,853 tons, or 10.6%. This would appear to be due to nothing more phenomenal than an increased demand, and to a general improvement in business and manufactures. It is a curious fact that although the imports of coal have increased to this extent, the shipment of bunker coal in the Colony has decreased. This is due to the fact that an increasing number of vessels, calling at Hongkong, prefer to take their bunker coal elsewhere, e.g., Japanese and most trans-Pacific liners in Japan, Chinese in Canton—whither a considerable quantity of coal passes through Hongkong in small—and many vessels on the home run to Singapore, &c. This may be due in part to the fact of detention in Hongkong, enhanced by the prevalence of typhoons of late years.

KEROSENE OIL.

Decreases are shown in all classes of this product, viz.:—6,135 tons of bulk oil, 3,588 tons of cask oil, and 9,463 tons of liquid fuel. These decreases are a little what might have been expected after the phenomenal increases in 1908, (indeed, my remarks on the subject in 1908, indeed, and do not indicate any falling off in the trade. Liquid fuel has increased considerably—(15%) over the figures for 1907—the last normal year.

OPPIUM.

The imports of raw opium show a decrease of 6,087 chests, or 14.5 per cent, while the ports declined by 36.0 chests, or 9.7 per cent. During the year 1909, the raw opium trade of the Colony is described by the following figures:—

Stock in hand, 1st January, 1909 5,068 chests.
Imported during the year 35,714
Total 40,782

Stock remaining on 31st December, 1909 4,519

Of the several varieties of opium exported; Malacca decreased by 348 chests, or 61 per cent, Patna by 1,074 chests, or 71 per cent, Beneries by 1,218 chests, or 12.6 per cent. Parties by 410 chests, or 13 per cent, while no Turkish opium was either imported or exported, and Chinese opium has never formed any appreciable part of the trade of the Colony. It is obvious from the above figures that the supply does not meet the demand, as 1,100 more chests were exported than were imported. China took 91.4 per cent, of the exports.

Imports of compounds of opium increased, as compared with 1908 by 2,511 lb., or 18.8%, and exports by 1,013 lb., or 10.1%, while the amount which remained in the Colony for consumption increased by 930 lb., or 38.7%. Imports of morphine showed an increase of 356 lb., or 5.06%. Imports and exports of cocaine were recorded for the first time and for the period from April 22nd to 31st December showed 68 lb. imported and 12 lb. exported.

SUGAR.

The imports of sugar shows a considerable increase of 8,766 tons, or 36 per cent. This article is peculiarly liable to sudden fluctuations, and the increase may be due to increase of stocks owing to favourable prices.

Besides the above items, I propose to say a few words on the subject of others, which, from the figures at my disposal, appear to have experienced considerable increases or decreases during the year.

COTTON AND COTTON YARN.

The figures show the enormous increase of 15 per cent.

Yolung is not borne out by facts, though a very considerable increase has taken place—about 40 to 50 per cent. This is a good example of the inaccuracy of the returns supplied to me and is obviously due to the fact that the cotton imported in 1908 was largely reported as "general", while in 1909 the reports have been more accurate. The actual increase is due to the great improvement in the trade, the figures for 1909 being greatly in excess of any of those for the previous four years.

FLOUR.

The total reported imports of flour during the year amounted to 58,173 tons as against 91,314 tons in 1908, a decrease of 33,141 tons. This is due to the fact, noted last year, that direct shipments to coast ports are now made. Another important reason for the decrease is the fact that the shipping of flour is now obtained from raw material locally, and is not necessarily competing with American

flour at the coast ports—Fuchow, Amoy, Swatow, &c.; and are even sending through cargoes to Canton.

RICE.

In spite of a hopeful outlook last year, rice has failed to come back to its previous figure. It has again declined from 71,454 tons to 54,078 tons, or 24 per cent. This is due to a partial failure of the crops in Cooch Behar, and to the fact that many cargoes of rice from Saigon have been sent direct to coast ports, without touching, much less transhipping, at Hongkong.

The total reported imports during the year amounted to 4,095,068 tons as against 4,658,816 in 1908, an increase of 0.6%. Exports also show an increase, from 2,802,857 tons to 2,237,731 tons, or 6.2%, and transit cargo increased from 3,379,993 tons to 3,997,347 tons, or 19%, but for the reasons given these figures are not reliable.

REVENUE AND EXPENDITURE.

The gross revenue collected by the Harbour Department during the year was \$162,469.82 as against \$157,788.52 collected in the previous year, showing an increase of \$4,681.30, or 3.0%.

Light dues 1908. 1909. Increase.
Light dues 70,975.61 70,975.61 0.00
Seamanship 90,331.69 90,331.69 0.00
Licences and Internal 133,305.00 133,305.00 0.00
Fees of Court and Office 120,193.31 120,193.31 0.00
Miscellaneous receipts 134.16 134.16 0.00

Total \$162,469.82 \$157,788.52 \$4,681.30

The principal increases are under light dues, \$1,407.67; light dues, special assessment in respect of the Mongkoksi typhoon refuge, \$90,331.67; junks licence, \$3,838.81; fees for storage of explosives, \$1,697.73; medical examination of emigrants, \$7,577.35; examination of masters, &c., \$3,379.51; and Sunday cargo working permits, \$600. The falling off in revenue comes under the heading:—

Engagement and discharge of seamen, \$1,052,000; sugar certificates and permits, \$550; fines, \$1,303.51; steam-launch licence, \$600; \$369.75; survey of steam-launches, \$110; Chinese passenger ship licences, \$270; sale of printed forms, \$127; and registry fee, \$106.

The expenditure of the Harbour Department for 1909 was \$7,674,004 including \$3,704 specially expended on buoys and the Crown Agents' charges for December 1908, but not including the Crown Agents' charges for December 1909, compared with 1908, this shows an increase of \$6,092.50, or 5.3 per cent.

STEAM LAUNCHES.

On the 31st December, there were 201 steam-launches (including 9 motor boats) employed in the Harbour, of these, 137 were licensed for conveyance of passengers, &c., 136 were private, and 14 were the property of the Government and 14 belonged to the Imperial Government in charge of the Military Authorities.

Sixteen masters' certificates were suspended for incompetency or negligence in the performance of their duties, 3 for 6 months, 1 for 3 months, 6 for 2 months, and 6 for 1 month; one master's certificate was cancelled and one master was cautioned. Three engine certificates were suspended, 1 for 6 months, 1 for 3 months, and 1 for 1 month.

Five hundred and forty-one engagements and five hundred and seventeen discharges of masters and mates were made during the year. As in 1908, seven steam-launches were permitted to carry arms, &c., for their protection against pirates. No new permits were granted.

EMIGRATION AND IMMIGRATION.

Seventy-seven thousand four hundred and thirty emigrants left Hongkong for various places during the year 1909. Of these, 19,213 were carried in British ships, and 24,507 in foreign ships. These figures show an increase compared with those for 1908, of 5,349 (or 8.3 per cent), which may be accounted for by the return of the business to normal conditions and to the resumption of emigration to Banka and Billiton.

It may be well to note the increasing proportion of emigrants carried in foreign vessels. This appears to be due to the increasing number going to Hawaii, who can only travel in United States ships, as well as to the resumption of emigration to Dutch Indies, which is carried in Dutch vessels.

One hundred and forty-four thousand eight hundred and twenty-one returning emigrants are reported to have been brought to Hongkong from the several places to which they had emigrated, either from this Colony or from Coast ports, as against 127,800 in 1908. Of these 109,533 arrived in British ships, and 35,188 in foreign ships.

REGISTRY, &c., OF SHIPPING.

During the year, 16 ships were registered under the provisions of the Imperial Merchant Shipping Act, and 3 certificates of registry were cancelled. 118 documents, &c., were dealt with in connection with the Act, the fees on which amounted to \$591 (\$509 in 1908).

MARINE MAGISTRATE'S COURT.

Three hundred and three cases were heard in the Marine Magistrate's Court (325 in 1908), breach of the Harbour regulations, disobeying the lawful orders of the Harbour Master, neglecting to exhibit lights, failing to observe the rules of the road, using steam-whistles for other purposes than for navigation and carrying excess of passengers were the principal offences.

EXAMINATION OF PILOTS.

One examination for pilot's certificate was held during the year. One licence was issued, and 14 licences were renewed.

SUNDAY CARGO WORKING.

During the year 261 permits were issued under the provisions of this Ordinance as compared with 281 in 1908. Of these 99 were not used as it was found unnecessary to work cargo on the Sunday and the fees in such case were refunded.

The revenue collected under this head amounted to \$10,200 as against \$8,600 in 1908.

NEW TERRITORIES.

The outstations attached to the Harbour Department, six in number have continued to perform the work allotted to them, and during the year licences, port clearances, permits, &c., have been issued by them as follows:—

Cheung Chau opened 1899.....1,001 1908. 1,001
Tai O " 1899.....514 1908. 514
Tai Po " 1900.....6,811 1908. 6,271
Deep Bay " 1901.....2,458 1908. 2,458
Sai Kung " 1902.....7,040 1908. 7,040
Long Ket " 1905.....4,350 1908. 4,350

The revenue collected by this Department from the New Territories during 1909 was \$15,003.50 as compared with \$17,000.00 in 1908.

COMMERCIAL INTELLIGENCE, BOARD OF TRADE.

Thirty-three letters were received during the year from firms and individuals, principally to Great Britain, asking for information upon various points in connection with their business, requesting me to place them in communication with local firms, or to obtain local agents for the sale of their goods, or to supply samples, or price lists. My replies have been as full as the information and time at my disposal permitted, and my negotiations have, I understand, been successful in many cases.

GENERAL.

During the year the Harbour Department has had the misfortune to lose, by death, two valuable officers, Mr. Botscho, 1st Clerk, Harbour Office, and Mr. Watson, 1st Clerk, Mercantile Marine Office. The former had been 36 years in the Office, and had proved himself invaluable.

In September the Imports and Exports Sub-department was temporarily separated from the Harbour Department, and the staff largely increased to deal more especially with the liquor trade in the Colony.

On the 1st August two new lights were exhibited in the Harbour, one Fixed Red on the East Rock Buoy, and one—Red with white sector—flashing on the summit of the hill between Tsim-sha-tui Point. This latter was decreased to utilise the lenses of the old Cape Collinson Light, and is of the 6th order.

Arrangements are in progress for the exhibition of another new light on Kap Sing Island, which it is hoped will be displayed this year (1910). It will also be of the 6th order, and will be made distinctive. A fog signal will possibly be added.

CORRESPONDENCE.

KOWLOON BRITISH SCHOOL.

To the Editor of the "Hongkong Telegraph."

Sir,—My excuse for space in your columns is that you have ever appeared to espouse the cause of education in the Colony. Being one of the "voiceless," I believe I can claim special consideration at your hands since the *Hongkong Telegraph* has consistently shown itself a friend of the helpless.

I think I am correct in saying that your paper held up the Kowloon British School before the public as being one of the most expensive and at the same time most educational establishments under Government control whose expenditure is chargeable to the ratepayers. I feel almost ashamed to own that in point of efficiency it is in inverse ratio to its monumental expense. If it cannot be shown that the school is capable of immediate improvement and benefit to the British children residing on this side of the Colony, then I say that the sooner it is turned over to the charge of some experienced manager of Grant-in-aid schools, to be run for the benefit of the parents and children in Kowloon, the better it will be for all concerned.

As it happens our children are privileged to attend Kowloon British School, and I say it without any hint of race prejudice, but I am inclined to think that this exclusive school, which was to be such a boon and a blessing to British parents, falls far short of its requirements. For the whole of the week before last the aggregate of school attendances was only fifteen hours. Small as that number is, it was a little more than half that last week—nine hours to be exact. I believe, in grant-in-aid schools, principals and managers must show a daily average attendance of not less than twenty hours per week for the year. But how are we capable of showing between 25 and 30 hours a week—vacations excepted. How does the Kowloon School, under Government control and State-paid teachers, compare with the schools run by private enterprise? Surely, even in this climate, no pupil will be bold enough to assert that 15 and 9 hours a week, respectively, are enough for the mere weeding of a child attending Kowloon British School. The school had to be closed for a short period two or three months ago, and children given an additional vacation. Instead of making up lost time we find the school scandalously short in its hours as compared with other schools in Hongkong, to the detriment of the children at Kowloon.

Already I have heard that efforts are being exerted to secure parental promises for a denominational school, connected with one of the Churches here, that is in contemplation for the peninsula. Unless radical changes are introduced to secure greater efficiency in the school now existent, it will not be surprising that, with the advent of the new school, the Kowloon British School may have to close its doors. Yours, etc.

A BRITISH FATHER.

Kowloon, 1st June, 1910.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE WATER SUPPLY.

To the Editor of the "Hongkong Telegraph."

Sir,—The P. W. D. notice re the water supply appearing in your paper states that "in Seymour Road, Robinson Road, south of Macdonnell Road, Conduit Road and May Road," the supply of water will be turned on in the public mains "from 6 a.m. to 8 a.m." You may judge of the reliability of the notification when I state that from 6 o'clock this morning I turned on the tap and until 8 a.m. not a drop trickled through. I am not grumbling at being reduced to short commons. I am quite prepared to put up with the inconveniences and difficulties attending times of stress. My objection is being disappointed at relying on the official announcement. Fully expecting that within the prescribed hours supply would be turned on as promised, I failed to see the necessity of interrupting the "boy" to fill the bath yesterday before 8 a.m. Imagine, therefore, my chagrin when I did not get so much as a basinful for my morning ablutions to-day.

I write this in the hope that my justly founded grievance will catch the eye of the Water Authority or whoever is responsible for turning on the water in the high-level district of the city, and so avoid a recurrence of the inconvenience to which I and many others living in the district were subjected to this morning.—Yours, etc.

HONGKONG, AND JUNE.

PUBLIC WORKS COMMITTEE'S RECOMMENDATION.

At a meeting of the Public Works Committee on 19th ult., the Chairman submitted a plan of a police station which it was proposed to erect at Tsim Wan, together with a map of the district showing the position of the site, and stated that the estimated cost of the work was \$15,500. He mentioned that the sum appearing in the current year's Estimates as the cost of the work was \$4,000; and explained that this estimate was prepared in 1908, when it was considered that a small building similar to the building now proposed was sufficient. The building now proposed was considerably larger, the Captain Superintendent of Police considering that "more accommodation was necessary; hence the increase in the estimated cost."

The Committee unanimously agreed to recommend that the work be proceeded with in accordance with the plans submitted.

Mr. A. R. Wood, Chairman of the Committee, in concluding his statement, expressed his satisfaction in the fact that the work was now being carried out.

A "SPORTING" OFFER.

AMUSING GINGER DISPUTE AT THE SUMMARY COURT.

Before Mr. Justice Hazeland, Acting Police Magistrate, in the Summary Court this morning, the "ginger" claim was heard in the case in which the "am. Shing Wo Hing" firm, of Des Voeux Road, sued the Wing On Company, also of Des Voeux Road, to recover the sum of \$12.78, amount due for goods sold and delivered to, with preserved ginger. It will be remembered that judgment was entered for the plaintiffs with costs, hence the counterclaim, which was for the sum of \$68.74, for breach of contract. Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the counter-claimant plaintiff in the case.

Mr. Potter asked for leave to obtain evidence on commission in Australia.

Mr. Hett opposed the application. His friend had served him with a notice to admit that the ginger in the box (produced in Court) was the same ginger in all the other boxes shipped to Australia, but his friend was not entitled to the admission.

Mr. Potter said he only asked his friend to say whether the ginger contained in the box which was in Court was the same as the ginger in the other boxes. He would not be bound by his friend's answer, whatever that might be. He did not say whether the ginger was or was not the same. He merely asked for the admission for the purpose of cross-examination. If his friend said the ginger was the same, he would be affirming a certain definite contention, namely, that his client had carried out the contract, and then he could put the defendant in the box, and, having the result of the commission and the admission, he would be given an opportunity to cross-examine.

His Lordship—If the ginger has not been sold, I suggest that they should be returned from Australia. I don't know whether the ginger has deteriorated.

Mr. Hett—The ginger is of a cheap quality. On the application of Mr. Hett, his Lordship said he would proceed with the case.

Mr. Potter said that he asked for the commission to shorten the issue.

Mr. Hett said that the fact of the ginger being in Australia or anywhere else did not affect the issue and therefore evidence on commission was not necessary.

Mr. Potter contended that his clients had from the outset asked for a uniform quality of ginger and they had set out a branch of contract on the part of the defendants. The plaintiff had not been able to sell the ginger.

Mr. Hett said he would consent to Mr. Potter's suggestion only if the ginger in the box was of a good quality.

Mr. Potter—Oh, no. I can't consent to that. It's absurd.

Mr. Hett—It's a bit too strong to ask us to admit the quality of the ginger when we don't know what sort of ginger the box contains.

Mr. Potter—My clients are willing to stand or fall by the box here. It's a sporting offer (Laughter).

Mr. Hett—It's a bit too sporting for us (Laughter).

Proceeding, Mr. Hett told his Lordship that there was evidence of the box having been opened.

His Lordship (examining the box)—It certainly is.

Mr. Hett—Looks as if it has been opened (Laughter).

His Lordship—Oh, no, I was not going to say that (Laughter).

Mr. Potter—We are willing to stand or fall by the quality of the ginger in that box. Can we possibly say anything more than that? We stand to win or lose \$1,000 on the strength of that box.

Mr. Hett—I ask that the case be proceeded with.

Mr. Potter—Very well, all overtures refused. His Lordship—We shall go on with the case and I shall grant the commission if there's any necessity for it.

The case was adjourned.

FIRES IN HONGKONG.

ALLEGED LARCENY BY EUROPEAN.

A DIAMOND RING AND A FORGED SIGNATURE.

Before Mr. J. R. Wood at the Magistrate's Court this morning, John Grant appeared on charges of obtaining a diamond ring under false pretences from the Po Shing Jewellery firm and forging the name of E. B. Reed. Detective Sergeant Appleton prosecuted and Mr. J. H. Gardiner defended.

The complainant stated that the defendant came to his shop at No. 1, Pottinger Street on two occasions. On the 30th of May last at about 10.30 a.m. he came to the shop and inquired the price of a ring and chain. He said he wanted the articles to give them to another person and asked to be told their value. Witness told defendant that the value of the ring was \$85 and the chain \$75. He asked for credit but witness replied "No, I will return the articles to you. Witness asked defendant to sign his name, which he did. Witness asked him if that was his name and defendant said "Yes." Defendant had not since handed back the ring or paid for it. On the 30th May last, witness gave sworn information. Defendant did not tell witness anything about giving him something in exchange for the ring.

Cross-examined by Mr. Gardiner, witness said that he was the defendant the ring because he was told that the latter was in Government service and appeared in him a gentleman. Witness also gave evidence with regard to the time the alleged offences were committed and the dress defendant wore at the time.

After further cross-examination, his Worship referred to the question of bail.

Mr. Appleton objected to bail.

His Worship asked defendant what bail he could find.

On defendant informing the Court that he could not find any bail, the case was remanded for a week.

A NEW ENTERPRISE.

BELFAST HONGKONG MARINE ENGINEERING CO., LTD.

Miss K. A. Massey, compiler and publisher of Massey's Commercial Map and Directory (Hongkong 1907, Shanghai 1907, and Hongkong 1909) arrived here on Wednesday, says the N. C. News, by the *Palmer* of the Russian Volunteer Fleet en route for Hongkong.

Whilst in England, Miss Massey has inaugurated a company for the extension of marine motor-engines to replace steam for all manner of smaller craft, either launch, lighter, junk or sampans. The company, "Belfast Hongkong Marine Engineering, Limited," will have its head offices in Belfast and its Eastern branch in Hongkong. The company are appointed sole agents for the Far East, Japan and Straits Settlements for an extremely fine selection of marine motor-engines ranging from two to twenty H.P. and in price from £50 to £1,000 among these are the Blue Ship, Alpha, Belfast, Blackie, Fishermen's Friend, Boat Builder, C. Oil Engine, and Seafish Steel Boat Company's lifeboats and launches.

The company's own engineer is now in Hongkong with a selection of the above engines and two fully fitted boats, all of which may be seen and tried at any time. The company are also agents for Davis's propeller, carburetter, which can be fitted to any existing petrol engine either of two or four cycle type, enabling it to be run on kerosene or paraffin as easily as on petrol and, roughly speaking, a quarter the cost. A special feature is also made of shallow draught, "under the beam" boats. There should be a great future before a company making marine motors as absolute speciality and having their own experienced men on the spot to advise and demonstrate which are indisputably the most suitable engines for the various classes of boat and the conditions under which they have to work.

AN ECHO OF THE PAST.

OLD CHINA COAST SKIPPER'S STORY.

Observing that Cornishmen occasionally drift out to the Far East, a native of the most southerly county of England (Mr. George Sloggett, M.A., consulting engineer, now of Cardiff, and formerly of the Board of Trade) writes as follows:

For several years I was in command of the British brig *Tidal* trading to the various ports on the China coast between Singapore and Shanghai. In March, 1857, I sailed from Bangkok bound on a voyage to Hongkong. After leaving the Gulf of Siam I experienced a succession of very heavy gales and rough seas. On April 4th, when in Lat. 10.13 N. and Long. 110.00 E. the wind increased to hurricane force, blowing away my topsails and heavy seas strained the vessel so much that she leaked so badly that the pumps had to be kept going all the time. On the 7th I found the leak increasing, so I ran for shelter and to repair damage, etc. At 10 p.m. I anchored in Phruay Bay, under the lee of Point Lagoon. At 8 a.m. on the 8th a sampan with one man in it came alongside and told my steward that pirates had five Englishmen confined in a hut near the fishing village. I said to my steward, who, like the sampan man, was a Cantonese, "Tell your friend to go ashore and say that I must have those men brought to me." He went, but the request was refused at first, but after a warning shot and the use of threats two of them were brought on board. I then found they were Dutchmen, and one of them (the boatman) told me that they were part of a crew of a barque belonging to Rotterdam which had brought out a cargo of coal for the British Government, and that after discharging same she was taken to Macao, where she took coals on board for Havana. He added that when well down the coast the coolies mutinied and murdered all hands except these five, who escaped in one of the boats. These were soon captured and taken on shore and kept in confinement as at the boatman's. The last that was seen of the captain was just as he was about to jump overboard, when one of the coolies cut him down with an axe. I again demanded that the other three men should be sent to me, but was again met with a refusal. I then sent word that if the men were not set free at once I would bring my guns to bear on the village and smash it up. My chief mate (also a Cornishman) did not like our position very much and was inclined to get away from the spot, but I insisted on retaining the men, who I ultimately succeeded in getting. The men then went on board, being almost naked, so my mate and myself supplied them with clothes. On the 9th, about 8 p.m., after repairing damages I hoisted anchor and whilst setting the sails a large pirate junk came around the point to capture some small cargo craft bound to Kamranh Harbour but were afraid to put to sea on account of the presence of the junk. So I opened fire on the junk, with the result that her helm was put to starboard, and she went off before the wind. I then got underway, took the small craft under cover and proceeded on my voyage. On April 13th I arrived at Hongkong, took the goods ashore, landed the men, and on the 14th, the Dutch Consul and reported same of the Cornishmen.

THE DRY-DOCK "DEWEY."

SUNK IN DEEP WATER.

The dry dock Dewey sunk in seventy feet of water at Olongapo at 10 o'clock yesterday morning, reports the *Cebu American*, of 31st May. The cause of her sinking is unknown but it is supposed that the valves on one side were left open either accidentally or one of the workmen or were intentional, opened by some disgruntled employee.

The Dewey was anchored alongside the wharf to a buoy and was being loaded with coal for her engines when she suddenly began to sink. She went down so fast that the workmen barely had time to escape from her, but as far as could be learned no one was injured. The lower end of the dock sunk until it touched the bottom of the bay and left about seven feet of the western side sticking up out of the water.

There are 74 water tight compartments in the Dewey with 28 valves on either side and it is thought some one intentionally unclosed the valves on one side or did it through carelessness because the armour plate was completely intact. These valves are constructed so that when they are opened on both sides the dock will sink sufficiently to allow the ships to float up on their keels. Her engines and boilers are completely under water and it is thought by naval experts that the docking machinery, engines and her centrifugal pumps will be ruined by the salt water.

The commandant of the Navy yard at Cavite has ordered Naval Constructor L. S. Adams to investigate the sinking of the Dewey and make an official report of the affair. Commander Adams left Cavite yesterday afternoon with a corps of divers to follow out the instructions of the commandant.

According to the latest advices from Olongapo the drydock Dewey is still sinking and there is a possibility that she will sink entirely out of sight before means can be devised for raising her. Early Tuesday morning after she sank, one end of the huge dock could be seen above the water, but yesterday morning she had sunk five feet more and naval men fear that she might continue to sink into deep water which will render her more difficult to float.

The cause of the sinking of the Dewey is still a mystery and the best ported experts in the navy are at a loss to give any definite reason. Commander S. L. Adams, who has been assigned to the duty of finding out the cause for the Dewey's sinking and the floating of her, has been busy during the past 24 hours getting his corps of divers together and in arranging the apparatus. The actual work of investigation will begin early this morning but according to all information obtainable, it will take three or four days before it can be definitely determined why the Dewey sunk.

It is not believed at Olongapo that it was due to treachery but to the carelessness of some employee on the dock, although the watchman in charge of the valves has declared they were tight when the accident occurred.

CONFLICT OF OPINION.

The opinion of some of the naval experts who are familiar with the machinery of the big dock differs considerably as to the probable cause of the accident. One theory is that the pipe between the middle and sections, which contains a valve, may have broken. This could flood one of the big compartments and the dock, being 16 feet under water in preparation for the docking of the destroyers on the following day, could have been sunk in that way.

Another theory was that the six 24-inch valves were left open which flooded the several bulkheads practically simultaneously. Another probable cause was the fact that the dock being lowered in order to allow her to be coaled, the valves were opened and may not have been absolutely tight when closed. This would have permitted the water to trickle into the compartments and fill them with water. However, this is not believed to be the case by those who were working on the dock as it is said the valves are operated from the top deck and had anything happened to prevent their closing it would have been detected on the indicator.

Captain Albert Meitz, commandant of the navy yard at Cavite and also of this station during the absence of Rear Admiral Hubbard, stated in an interview yesterday that absolutely nothing is known as to what caused the Dewey to go down and nothing could be known until the completion of the investigation which is now going on. A board of inquiry has been appointed to investigate the matter and to place the responsibility for the accident but this can not be done until the divers have determined the cause.

The drydock Dewey cost the government \$700,000 (gold) and the expense of getting her here via the *Waiwau* amounted to \$300,000.

EXPENSE OF REFLOATING.

"There is only one way to float the Dewey," said a high naval official yesterday to a *Cebu American* representative, "and that is to pump her out. She could never be raised by hoists and tackle but no doubt means can be devised to pump her out. It will be at heavy expense however and will take considerable time. If she is not kept under water too long it is possible the machinery will be saved, but probably the machinery which will have to be replaced. She could be operated without electricity however as it was not installed until about a year ago. The Dewey is going to be raised but it can not be done until it is determined what sunk her."

CHERPOO HARBOUR.

THE IMPROVEMENT SCHEME.

Peking, May 27th.

The foreigners and Chinese at Cherpo interested in the harbor improvement scheme have come to an agreement, which the *Waiwau* has forwarded on to the Diplomatic Corps.

The scheme simply provides for a sea-wall to cost Tls. 1,500,000. It is proposed to impose wharfage and tonnage dues which will realize Tls. 200,000 annually, to levy a 5 per cent duty upon foreign and Chinese imported goods, and other rates not yet defined upon wild silk, piggies, tobacco and samshu.

The scheme is being considered.—N.C.D. News.

TYFHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 12.15 p.m. to-day at the American Consulate General, Hongkong.

Manila, 28th, 11.30 a.m.

Cyclone or Typhoon S. E. of Naha, moving N.E.

A CHINESE youth was, on Monday, awarded two months' hard labour for stealing a gold watch from his brother. The latter told the article in his coat, which he hung up on a peg and on leaving the house, his youthful brother took advantage of his absence and promptly appropriated the chronometer. He was chased down the street by a Chinese detective on a horse, raised by his mother and was soon arrested, with the watch pinned above.

LOCAL AND GENERAL.

REMBI Rubber crop for March was 981lb. and for April 975lb.

A NATIVE was fined \$50 at the Magistrate's Court, Tuesday morning for selling dross opium.

SAPONG Estate has finished the laying of its tennis lawns and one is now in use.

A SALUTE was fired at noon on Friday in honour of His Majesty the King's birthday.

THE agitation against Chinese pork is increasing, in spite of the report of the British Consul at Hankow.

THE performance of "Beauty and the Beast" on Saturday next will be under the patronage of Sir Hormusjee Mody.

THE letter from a correspondent, dated 29th inst., re the *Barrow* Club, reaches us too late on Tuesday for publication.

SIR Francis Pigott, Chief Justice of Hongkong, has arrived in Selangor and is stopping with Mr. Onway Belfield, the Resident.

A CHINESE woman was awarded six months' hard labour in the Police Court on Monday morning for returning from banishment.

THE labour laws of Indo-China have just been revised to meet the altered conditions arising out of the immigration of Javanese contract coolies.

THE Editor of the *Singapore Free Press* would feel obliged if any Hongkong friend of Mr. Danman Fuller would forward that gentleman's address in England.

SIX weeks' hard labour and four hours' stocks was the penalty inflicted on a native in the Police Court on Tuesday morning for stealing a quantity of clothing.

FOR stealing six goat-skins from the Kowloon Wharf and Godown Company, a native was on Monday morning awarded one month's hard labour and six hours' stocks.

FOR stealing a piece of timber belonging to the Kowloon-Canton Railway, a Chinaman was on Tuesday morning awarded three weeks' hard labour and four hours' stocks.

MESSRS. H. L. Coghlan and Co. agents for the Kota Tinggi (Johore) Rubber Company, Ltd., report that the estimated crop of rubber for April last is 505 lbs.

MR. Lease, the manager of Sapong Estate, has left on a tour of inspection in the Dutch Indies and the F.M.S. A rubber factory is in course of construction and he hopes to start tapping on his return.

A DECREE has been issued ordering the dismissal of the Hunan Treasurer, the local Tael and other officials; the degradation of the leading gentry and the decapitation of the Changsha riot leaders.

SIR Hormusjee N. Mody, who for some months past occupied private apartments at the King Edward Hotel, moved into his new, magnificently appointed residence, "Buxley Lodge," on Conduit Road, on Sunday.

THE Diplomatic Corps in Peking has called on the *Waiwau* to recommend E. W. Wu Tingfang's promotion to the Presidency of that Ministry and to oppose the proposed appointment of Vice-President Tsou Chai-lai.

A STRONG feeling exists in political circles that the great friendly gathering of foreign sovereigns around the tomb of King Edward VII. will have a beneficial effect in tending to assuage differences and promote peace.

THE Government of India have decided that quinine and other alkaloids of cinchona when imported unmixed with drugs in the form of coated tablets, tablets pills or capsules shall in future be admitted free of customs duty.

A CHANOSHIA wire states—Rioting began on Saturday at Chuarichiao, twenty miles south-east of Yiyang. The Lutheran Chapel and the shops in half the town were burned down. The riots, who are armed, are threatening Yiyang.

AT Bombay, early on the morning of May 16, a panther escaped through the roof of his cage in Victoria Gardens. The superintendents had the victim released out of the garden and the gates closed. The panther was found on the top of his cage and was shot.

REPRESENTATIVES of the Press and of the Chamber of Commerce met the Japanese business-men at the station at Peking. Four of the Ministers, the Chamber of Commerce and the Press subsequently entertained the visitors. The cordiality of their reception was striking.

THE *Saigon Opinion* complains bitterly of certain newspapers, from France introducing the system of lighting which has proved successful in the mother country. After taking refreshments at bars, they leave behind on the table a few cents for the attendants, who now claim tips as a matter of right. The result practically comes to a rise in the price of refreshments.

MELLAP Estate is not planting tobacco this season. This step has been rendered absolutely essential by the fact that the area of rubber planted, and, owing to the day the area was planted, very bad condition, every available coolie having been put on to tobacco. A vast improvement has even now been effected, but it will require strenuous and continuous efforts to bring the land into a proper state again.

BELAWAN, the chief port of Deli, desires harbor improvements but the Government is not disposed to do anything. The port is fast gaining importance from the increasing trade on the coast, yet the harbour is allowed to remain so shallow that large vessels can only enter at high tide. The shipping and mercantile communities there are moving to get the Government to appoint experts to examine the harbour.

CALCUTTA has at last been presented with a taxi-car service, and the sixteen cars that arrived were put on the streets recently to ply for hire. Through the day the cars were kept busy driving people about, and were the subject of much curiosity on the part of the natives. That a taxi-car service was desired in Calcutta, no one will deny, and we all hope that they will soon increase in numbers and popularity, and become a recognised institution of the city.

AN estate that is shortly to go on the market in the Sungai Nibong Cocco-nut and Rubber, situated seven miles from Penang, and having nearly 20,000 cocco-nut trees of which 15,000 are in bearing; 24,000 rubber trees and 800 fruit trees. The property is in a position to pay immediate dividends. Purchase price \$150,000 in shares, and capital, \$350,000 working capital \$150,000. Directors: M. R. Thornton, J. W. Halliday, D. F. J. Kirk, and Quah Beng Lee. Agents in Penang, Raffles and Co.

THE English Mail of the 30th April has been delivered in London.

MR. G. N. MAILLIE has assumed charge of Changkat Serdang Estate.

JOHN Roberts, the veteran billiard champion, is having a most pleasant and successful tour throughout India.

VICEROY Yuen Shu-hsin has signified his desire to resign his post unless he is authorised to abolish licensed gambling in Kwangtung.

SIR F. T. Pigott, Chief Justice of Hongkong, who arrived at Singapore by last outward French mail, is making a short stay in Malaya and is now at Kuala Lumpur.

FRIDAY, the 3rd of June, 1910, being the birthday of His Majesty the King, will be a *dies non*. There will, however, be no celebration this year to commemorate the day.

His Majesty King George V. has sent a special message of congratulation to Miss Florence Nighthale on the attainment of her ninetieth birthday.

THE *Gazette* states that Government Notification No. 80 of the 11th of last March, is amended by the deletion of the words "King's Birthday, Wednesday, 9th November" in the fifth line.

A 303-OUNCE gold brick, valued at P10,000, was sent to Manila from the properties of the Bua Mining Company, on 22nd May. It is the largest brick that has ever come out of the Bouquet mining district.

HIS Excellency the Officer Administering the Government has been pleased to appoint Mr. E. Wood to act as Assistant District Officer for the Northern District of the New Territories and Mr. J. D. Lloyd to act as First Assistant Registrar General and Deputy Registrar of Marriages, with effect from the 18th inst.

It is notified that Mr. E. A. Wood is authorised by the Governor-in-Council to hold a Small Debts Court in the New Territories (exclusive of New Kowloon) at the following places:—Tai Po, Sha Tau Kok, Sheng Shui, Shatin, San Tin, Tai Kiu, Au Tau, Peng Shan, Sak Kung, Tuen Wan, Tai O, T'ung Ch'ing, Cheung Chau and Yeung Shu Wan.

THE Hamburg-America liner *Suebia* which arrived at Kobe on the morning of the 17th inst., brought a pair of Bengal tigers, a mountain python from the Malay peninsula, which occupied a cage about five feet square, two hedgehogs, two lizards, an Indian badger, a baboon, and a number of other animals. This novel consignment was safely landed at the Eastern Customs, and were duly taken delivery of.

AT the opening of the Yunnan Tonkin railway the other day, much was said of the expected increase of trade along the line which would greatly benefit the port of Haiphong, especially as regards maize and wheat for exportation to Europe. *L'Avant de Tonkin* points out that these exportations will never be realised so long as the railway traffic rates are so high and heavy transit charges block the way.

CAPTAIN Casey, who we note recently died in Hongkong, was formerly well-known as a local skipper, among his commands being the *Flevo* and the *Polinik*. He hailed from Scotland but he became a naturalized American citizen, who employed some years ago under the U. S. Government. A map of the kindling disposition he had not enjoyed the best of health lately. His death will be much regretted by his many sea-faring friends in this port. At the time of his death he was skipper of a Canton river steamer.—*Straits Times*.

WHILE trying a case on the 25th last, Judge Charles A. Low, of the Court of First Instance, fell ill with fainting spells and was forced to discontinue the case. Leaving the bench, he entered the clerk's office and lay down on a bench. Employees soliciting his condition sent for a glass of brandy, but Judge Low seemed no better and asked to be taken to the hospital. Mr. Joseph V. Cliffling, clerk of the court, and Mr. McMahon, deputy sheriff, helped him to a car outside, but while getting in Judge Low fainted. He was hurried to Saint Paul's hospital, where he is being treated. It is not believed that his condition is serious. It is probable that Judge Richard Campbell, of the first judicial district, will preside over the criminal branch of the court during the absence of Judge Low.—*Manila Times*.

FOR having aboard his vessel unmanifested cargo consisting of 183,118 lbs of opium, Mr. Fraser, master of the steamer *Rubi*, is forfeit to the government of the Philippine Islands the sum of P. 200. In case of default of prompt payment a warrant is to issue for the arrest and detention of the *Rubi*. The bond for the release of the vessel, in the event such release is desired, has been fixed at P. 2,000. The above is the decision of the deputy collector of customs in the case of the customs authorities against the steamer *Rubi*, growing out of the seizure, the latter part of last month, of a large quantity of opium concealed in cement barrels, an investigation disclosing the fact that the stuff came to Manila on the *Rubi*. Deputy Collector Stanley finds that the owner, agent and master of the vessel made an earnest effort to prevent the seizure of the opium, but the fact was taken into consideration in fixing the fine imposed upon the captain.—*Cebu American*.

"The value of daily bathing for health's sake should be a recognised institution with all sensible people. But the nature of the bath must be determined by the temperamental and physical requirements of the individual." This is an extract from "Baths and Bathing," a booklet in the "Uncle Bob" series, which we have received from "Health and Strength" Library, 12, Burlington Street, London, W. O. "Uncle Bob," who has given his readers many valuable hints in the living of a pure and healthy life, points out in his previous efforts in this—one of the most recent additions to the popular series. The question of the daily bath is put with such force that the ordinary reader may almost blush to discover what joys and benefits he is missing by neglecting the daily dip. One of the charms of "Uncle Bob's" books is undoubtedly the chatty way in which all his points are discussed. The reader is not bored by vague technicalities and statistics that mean nothing to the home reader. The book is just a talk—one-sided, of course—but the talker is one who knows his subject thoroughly, and can convey his advice easily and with authority. We are eager to recommend these little books to our readers. Included in the series are two other books by the same author. Errors in training are explained in "Physical Culture for Beginners," whilst "Shipping" is an admirable little compendium of information dealing with the value of this old-time sport for health and athletics. Every book in the series is published at the amazingly low price of 6d. and we most heartily welcome it. "Uncle Bob's" books are friends whom we would like to see in every home.

THURSDAY's welcome rain should dissipate all fear of a threatened water famine.

A CASE of plague occurred in New Market Street on Thursday. The patient is a Chinaman. COL. Prior, of Kowloon, has reported to the Police the loss of a gun-metal watch and gold chain.

THE Colonial Secretary informs us that the importation of dogs from Bangkok is prohibited for six months with effect from the 2nd June, 1910.

It is officially announced that the late King Edward VII. bequeathed his racing and breeding stud to King George, who will maintain it on the same lines.

THE Maharajah of Mourbhaj and a small party of friends were entertained to a Chinese dinner, in strictly Chinese style, at the Tung Sing Restaurant on Wednesday night.

EIGHTY thousand three hundred and forty-nine seamen were shipped and 17,395 discharged at the Mercantile Marine Office and on board ships during last year (20,999 and 19,539 in 1908). Two thousand nine hundred and fifty-six dollars and fifty-two cents were expended by the Harbour Master on behalf of the Board of Trade in the relief of distressed seamen in 1909.

A TELEGRAM from the Kabafuto Government reports that the O.S.K. steamer *Tairai-maru*, stranded at West Notoro point, Kabafuto, on the 12th inst. All the passengers, crew, and cargo are safe. At noon on the 13th inst. the operations for refloating the steamer had not yet been successful.

INVITATIONS have been issued by Sir Hormusjee N. Mody and the Committee of the Missions to Seamen for the opening ceremony of the new Seamen's Institute by H.E. Sir Henry May, C.M.G., Officer Administering the Government, which will take place on Saturday, 18th June, at 4 p.m.

RETURN of visitors to the City Hall Library and Museum for the week ending the 29th May, 1910:—

| | Library | Museum |
|-------------|---------|--------|
| Non-Chinese | 351 | 172 |
| Chinese | 150 | 2,191 |
| Total | 501 | 2,363 |

ACCORDING to a Java paper, a British syndicate is negotiating for the purchase of the Kandaugah estate which lies close to the estates just acquired by the Anglo-Dutch Rubber Company in Java. The owner gave notice that the estate must be struck before June 1, next. The government at once brought in a bill to acquire the land. The purchase price is set at 3,500,000 guilders.

ONE hundred and nine men distressed seamen were received and admitted to Sailors' Home, &c., in 1909, of these 18 were sent Home, 1 to Canton, 1 to Colombo, 1 to Port Said, 3 to Calcutta, 3 to Singapore, 4 passengers to Sydney, 3 to Australia, 1 to New York, 1 taken charge of by Superintendent, Sailors' Home, 1 joined Chinese Customs, 1 joined Harbours' Office, 1 employed locally, 2 disappeared, 1 remained at Sailors' Home and 38 obtained employment.

COMMERCIAL.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

| | |
|------------------------|---------|
| Alta | 16 |
| Anglo-Java | 16 |
| Anglo-Malay | 28 1/2 |
| Batavia | 3 1/2 |
| Batu Tiga | 8 1/2 |
| Berama | 8 1/2 |
| Bukit Kajang | — |
| Bukit Rajah | — |
| Carey United | 27 1/2 |
| Chandele | 17 1/2 |
| Changkat Serdang | 32 1/2 |
| Cheras | 516 |
| Damansara | 170 1/2 |
| Eastern International | 37 1/2 |
| Fed. Selangor | — |
| Glenagly | 33 |
| Glenagly | 33 |
| Golden Hope | 130 1/2 |
| Highlands and Lowlands | 35 1/2 |
| Ingladrig | 335 |
| Isch Keneiths | 350 1/2 |
| Jequies | — |
| Jinglandora | — |
| Kamuning | 8 1/2 |
| Kuala Lumpur | 180 1/2 |
| Landrons (fully paid) | — |
| Landrons (ppd.) | — |
| Latus | — |
| Ledbury | 92 1/2 |
| Linggis | 61 1/2 |
| London Asiatics | 15 1/2 |
| London Ventures | 18 1/2 |
| Merlimans | 8 1/2 |
| Pajamas | — |
| Pegohs | 50 1/2 |
| Rubber Tracts | 52 1/2 |
| Sagras | 50 |
| Sandycrofts | 4 1/2 |
| Sandycrofts | 4 1/2 |
| Sandycrofts | 4 1/2 |
| Selkings | 33 1/2 |
| Shelfords | 72 1/2 |
| Singapore & Johore | 52 1/2 |
| Sumatra Paras | 12 1/2 |
| Sungei Chohs | 107 1/2 |
| Sungei Kapang | 8 1/2 |
| Tanjong | — |
| Tangkals | 33 1/2 |
| Tooragong | 7 1/2 |
| Uia Ratin | — |
| United Serdang | 50 1/2 |
| United Serdang | 50 1/2 |
| United Serdang | 50 1/2 |
| United Langkats | — |
| Para Rubber | 9 1/2 |

London Asiatics have been split up into 2/- shares and they are quoted at 16/6 buyers.

Sungei Kapang have been split up into 2/- shares and they are quoted at 18/3 buyers.

London Ventures—A dividend of 6d. a share has been declared.

LANADRON STATE.

Messrs. Barber and Co. report that they have received a telegram from the secretary of the company in London, advising that the directors have declared a final dividend of 17 1/2% (making with the 10% already paid, 27 1/2% for the year). The directors have added to the reserve fund the sum of £7,000, £1,500 to employees bonus funds, carrying forward £1,350.

APRIL OUTPUT.

Tremelby—2,213 lbs.

LEDBURY RUBBER ESTATE DIVIDEND.

Messrs. Barker and Coy. report that they have received a telegram from the secretary of the Ledbury Rubber Company in London, advising that the directors have declared a dividend of 17 1/2% for the year ended December 31, 1909. They have also placed the sum of £1,500 to reserve, £1,000 to bonus to employees, and £1,350 to carry forward.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 3rd inst.:

The market both in Local Stocks and Rubbers has been dull with small business to record. Para Fine Hard Rubber comes 9 1/2 par lb. from London.

Banks.—Hongkong and Shanghai Banks are a shade firmer and sales at 34 1/2 have been placed and at this price more shares are wanted. National are still in demand at \$76.

Marine Insurance.—Cantons have changed hands at \$17 1/2 and Union at \$18 1/2. North China are obtainable at Tls. 110 and Yangtzes at \$205.

Fire Insurance.—China Fires are in good demand at \$14, but there are no sellers except at an advance. Hongkong Fires have been done in small lots at \$34 1/2.

Shipping.—Hongkong, Canton and Macao Steamboats have again been started with at \$191 and there are more shares offered. Indo China have been the medium of a fair business but in spite of the improvement in freight, the price has not been sustained and shares are obtainable at the reduced rate of \$70. London comes unchanged at £6 1/2. Star Ferries are quiet at \$14 for the old shares and \$14 for new. Douglas Steamships have been dealt during the week at 95/ and 95 1/2. The market at the close comes stronger with no shares obtainable

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT | LAST DIVIDEND. | CLOSING QUOTATIONS. |
|--|-------------------|----------|----------|----------------------------------|-----------------------|---|
| | | | | RESERVE. | AT WORKING ACCOUNT | |
| BANKS. | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | \$125 | \$125 | \$1,500,000 \$1,500,000 | \$2,028,978 | \$2.45 for half year ending 31.12.09 @ ex 1/2 = \$25.11 |
| National Bank of China, Limited | 99,925 | 7 | 6 | \$4,000 \$100,000 | \$50,552 | \$2 (London 2/6) for 1909 |
| MARINE INSURANCES. | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,500,000 \$1,500,000 | none | \$10 for 1908 |
| North China Insurance Company, Limited | 10,000 | 15 | 15 | Tls. 225,000 Tls. 225,000 | Tls. 207,573 | Final of 7/6 making 15/- for 1908 |
| Union Insurance Society of Canton | 13,400 | \$250 | \$100 | \$1,000,000 \$1,000,000 | \$287,984 | Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909 |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$1,000,000 \$1,000,000 | \$707,627 | \$12 and bonus \$3 for 1907 |
| FIRE INSURANCES. | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | \$1,000,000 \$1,000,000 | \$438,406 | \$6 and bonus \$2 for 1908 |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,000,000 \$1,000,000 | \$426,218 | \$27 for 1908 |
| SHIPPING. | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | \$2,743 \$2,743 | Dr. \$3,777 | \$4 for 1908 |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$2,000,000 \$2,000,000 | Nil | \$4 for year ending 30.6.1908 |
| Hongkong, Canton & Amoy Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$2,000,000 \$2,000,000 | \$22,766 | Final of \$2 1/2 for account 1908 |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | 15 | 15 | \$1,000,000 \$1,000,000 | \$13,755 | \$6/- for 1907 on Preference shares only @ ex 1/2 = \$3.15 |
| Do. (Deferred) | 60,000 | 15 | 15 | \$1,000,000 \$1,000,000 | \$19,994 | \$3rd in. of 2/- per sh. (coop. No. 12) making in all 4/- for 1908 and interim of 1/- for ac. 1909 |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | 1 | 1 | \$2,000,000 \$2,000,000 | \$1,159 | A dividend of 7 % for year ending 30.4.1910 A bonus of 5 % |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | Nil | |
| REFINERIES. | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$1,000,000 \$1,000,000 | Dr. \$5,090 | \$10 per share for 1909 |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$1,000,000 \$1,000,000 | Dr. \$13,891 | \$3 for 1907 |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 6.02 | Tls. 10 for year ending 31.8.09 |
| MINING. | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | 1 | 1 | \$2,000,000 \$2,000,000 | Dr. \$4,435 | Final of 1/6 making 3/- for 1909 |
| Headwaters Mining Company | 60,000 | Pa. 10 | Pa. 10 | \$1,000,000 \$1,000,000 | none | First year |
| Ranch Australia Gold Mining Company, Limited | 150,000 | 1 | 1 | \$1,000,000 \$1,000,000 | Dr. \$1,121 | \$1 per share 13th dividend |
| Oriental Consolidated Mining Co., Ltd. | 50,000 | G \$10 | G \$10 | \$1,000,000 \$1,000,000 | none | Final of Gold \$0.55 for 1909 in all G \$1.15 |
| DOCKS, WHARVES & GODOWNS. | | | | | | |
| Fraser & Neave, Ltd. | 18,000 | \$25 | \$25 | \$25,000 \$25,000 | Dr. \$8,460 | \$1.75 for year ending 31.12.08 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$550 | \$50 | \$550,000 \$550,000 | \$264,847 | \$2 1/2 for 1909 |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$1,000,000 \$1,000,000 | \$138,735 | Interim of \$1 1/2 for account 1909 |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 2.46 | Interim of Tls. 2 1/2 for 1910 |
| Shanghai and Hongkew Wharf Company, Limited | 35,000 | Tls. 100 | Tls. 100 | Tls. 507,257 Tls. 507,257 | Tls. 9.222 | Final of Tls. 4 for 1909 |
| LANDS, HOTELS & BUILDINGS. | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 15,000 Tls. 15,000 | Tls. 4.314 | Tls. 6 for year ending 29.2.09 |
| Central Stores, Limited | 50,123 | \$15 | \$15 | \$1,000,000 \$1,000,000 | \$24,611 | \$1.20 on old and 60 cents on first new issue |
| Hongkong Hotel Company, Limited | 10,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$2,077 | \$1.50 on old shares and 1.30 on new shares |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$1,000,000 \$1,000,000 | \$27.0 | Interim of \$1 for account 1909 |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$5,472 | 45 cents for 1909 |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | \$1,000,000 \$1,000,000 | \$269 | \$2 1/2 for 1909 |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 63,969 | Final of 6 % bonus Tls. 1 for 1909 |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | \$1,000,000 \$1,000,000 | \$1,958 | Final of \$1.50 for account 1909 |
| COTTON MILLS. | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 20,000 | Tls. 50 | Tls. 5 | Tls. 250,000 Tls. 250,000 | Tls. 10,991 | Tls. 2 1/2 for year ending 31.10.09 |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$1 | \$1,000,000 \$1,000,000 | \$3,551 | 50 cents for year ending 31.7.08 |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 175,000 Tls. 175,000 | Tls. 8,572 | Tls. 7 1/2 for year ending 30.6.09 |
| Loan-kaung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 17 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 4,850 | Tls. 25 for 1909 |
| Sey Chee Cotton Spinning Company, Limited | 2,000 | Tls. 100 | Tls. 10 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 21,772 | |
| MISCELLANEOUS. | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 8,504 | 12/6 | 12/6 | \$1,500 \$1,500 | \$4.48 | 15 % per share for 1908 |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | \$1,000,000 \$1,000,000 | Nil | 60 cents for 1909 |
| China Light and Power Company, Limited | 10,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$21,128 | 10 cents for year ended 28.2.06 |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | 2,602 | 80 cents for 1909 |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | \$6 | \$1,000,000 \$1,000,000 | \$1,893 | \$1.20 for year ending 31.7.09 |
| Green Island Cement Company, Limited | 400,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$4,390 | Final of 40 cents making in all 75 cents per share for 1909 |
| H. Price & Company, Limited | 12,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$670 | 80 cents for year ending 31.12.08 |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$1 | \$1,000,000 \$1,000,000 | \$11,798 | A dividend of \$1.20 per share and a bonus of 10 cents |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$1,000,000 \$1,000,000 | \$7,616 | Final of \$3 for 1909 |
| Hongkong Rope Manufacturing Company, Ltd. | 60,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$2,176 | Final of \$1 making in all \$2 for 1910 |
| Manitowong, Ltd. | 25,000 | Gs. 100 | Gs. 100 | Tls. 57,500 Tls. 57,500 | Tls. 316,682 | 4th interim of Tls. 1 1/2 for 1909 |
| Park Tramways Company, Limited | 35,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$3,014 | 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 |
| Park Tramways Company (new) | 50,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | Pa. 18,440 | None |
| Philippine Company, Limited | 75,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | Pa. 18,440 | None |
| Shanghai-Sumatra Tobacco Company, Limited | 10,000 | Tls. 20 | Tls. 20 | Tls. 14,810 Tls. 14,810 | Tls. 5,250 | Final Tls. 5 making Tls. 8 for 1908 |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | \$1,000,000 \$1,000,000 | Dr. \$1,000 | None |
| Steam Laundry Company, Limited | 10,000 | \$25 | \$25 | \$1,000,000 \$1,000,000 | \$6 | 40 cents for year ending 31.5.09 |
| Union Waterboat Company, Limited | 50,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | none | 60 cents for year ending 31.12.03 |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$5 | \$1,000,000 \$1,000,000 | \$842 | 60 cents per ord. share for year ending 31.5.09 |
| Watson (A.S.) & Co., Limited | 90,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$2,612 | Final of 30 cents for 1908 |
| William Powell, Limited | 15,000 | \$7 | \$7 | \$1,000,000 \$1,000,000 | \$782 | Final of 30 cts. making 80 cts. for the year ended 30th June, 1908 |
| Societe des Pulpes et Papeteries du Tonkin | 1,200 | 50 | 25 | none | none | First year |

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HONGKONG AVERAGE MARKET
PRICES.

Corrected 2nd June, 1910, 100 cts. per 5 Mox.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

Corned—Ham Ngau Yuk

Roast—Shiu

Breast—Ngau Lam

Soup, Tong Yuk

Steak—Ngau Yuk Pa

Sirloin—Ngau Lau

Sausages—Ngau Yuk Ohang

Bullock's Brains—Know per set

Tongue fresh—Ngau Li

Corned—Ham Ngau Li

Head—Ngau Tau

Heart—Ngau Sum

Hump, Salt—Ngau Kin

Feet—Ngau Kook

Kidneys—Ngau Yiu

Tail—Ngau Mei

Liver—Ngau Gon

Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai

tau-keok

Mutton Chop—Young Pak Kwai

Leg—Young Pak

Shoulder—Young Shau

Pigs' Chittlings—Ohl chong

Brains—Ohl Know

Feet—Ohl Keok

Fry—Ohl Chak

Head—Ohl Tau

Heart—Ohl Sum

Kidneys—Ohl Yiu

Liver—Ohl Kon

Pork, Chop—Ohl Pak Kwai

Corned—Ham Cho Yuk

Leg—Ohl Pak

Fat or Lard—Ohl Yau

Shops' Head and Feet—Young Tau

Keok

Heart—Young Sum

Kidneys—Young Yiu

Liver—Young Gon

Sucking Pigs, To Order—Ohl Chai

Suet Beef—Sang Ngau Yau

Mutton—Sang Young Yau

Veal—Ngau Chai Yuk

Sausages—Ngau Chai Yuk Tong

Cents

Shark—Si Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Solea—Tai Sa Yu

Tench—Wan Yu

Turbot—Cho How Yu

Turtles, small, fresh water—Keok Yu

White Bait—Ngau Yu Chai

Intimation.

Powell's
Furnishing

Department

FIRST FLOOR
Alexandra
Buildings.

CURTAINS

MADRAS MUSLIN
White and Ecru
Frilled 2 Sides
52 in. 60 in. and 70 in.
wide
in various patterns.

FLOUNCED MADRAS
BRIDE BLINDS.
White and Ecru
24 in. and 36 in. long.

HARNESS MUSLIN
in
White and Ecru
Frilled 2 Sides
in
Spot and Fancy De-
signs.

HARNESS MUSLIN
in
White and Ecru
unfrilled, 48 in. wide
various sizes of Spot and
Fancy Patterns.

PLAIN BOOK
Muslin Curtains Frilled
all round
3 1/2 yards long
in White and Ecru
\$4.50 per pair.

LACE CURTAINS
in great variety in
White, Ivory and Ecru.

POWELL'S
Alexandra
Buildings

Hongkong, 3rd May 1910.

RUBBER VALUATIONS.

MR. MALCOLM CUMMING'S BASIS ENLARGED.
A SYSTEM WHICH EVERY PLANTER MIGHT
FOLLOW.

In the present position of the rubber business what is a fair basis on which to decide the purchase value of an estate? We have had occasion to point out the inaccuracies and ambiguities which arise from the absence of any definite system, each man going his own way, sometimes blindly, and sometimes using valuer's phrases without attaching thereto the correct valuer's meanings. Valuing Sengat Estate, Mr. Malcolm Cumming, than whom there is no more experienced planter or capable business man in Malaya, wrote as follows:—

Valuation.—Valuing on my old basis of valuation:—

- (1) Seven years' purchase.
- (2) Rubber, gross, 3s. per lb.
- (3) The cost of production at 6d. per lb., including all charges.
- (4) Estimating a yield of 100 lbs. per acre in fifth year, 100 lbs. per acre in sixth year, 100 lbs. per acre in seventh and following years.
- (5) Valuing the reserve land on these terms and in this position at 2s. per acre, and making certain deductions for vacancies, short growth, etc., on some of the fields, the value of the property works out at £68,742; but in view of authentic forward sales of rubber for the current year, and rumoured forward sales for 1911, it seems hardly fair to value on such a low basis. Taking then a five years' purchase, or what the production of this estate is likely to be for five years, we have the following figures:—

| | |
|---|----------|
| First year, 100,000 lbs. rubber at 5s. net | £15,000 |
| Second year, 200,000 lbs. rubber at 4s. net | 40,000 |
| Third year, 300,000 lbs. rubber at 3s. net | 37,500 |
| Fourth year, 300,000 lbs. rubber at 2s. net | 30,000 |
| Fifth year, 300,000 lbs. rubber at 1s. net | 15,000 |
| | £147,500 |

In order that there may be no doubt as to the nature of the five years purchase valuation we may explain that it covers 940 acres of rubber from 6 years old to "just planted"; 19 acres of hospital reservation; 604 acres of reserve land which Mr. Cumming would have valued separately at 2s. per acre; and in addition there are the following buildings:—Four sets good permanent Tamil coolie lines. Two sets good permanent Tamil coolie lines now being built. Two sets Malay lines of twenty rooms each. One hospital and suitable building and dressers' quarters. One permanent Tamil shop. One well-built Hindoo temple. One manager's bungalow (semi-permanent). One assistant's temporary.

This estimate of £147,500 is a true valuation on the five years purchase basis. It is the net estimated revenue from the property in a period of five years (yields and prices being taken as stated in the quotation we have made).

It should be noted that Mr. Malcolm Cumming's scale is a buying one. Some time ago we put forward a scale of our own, which was designed to test the investment value of a company on the basis of its total authorised capital. For that purpose we took a seven years purchase and made no allowance for reserve land, because we assumed that within seven years the best reserve land can be planted up and brought into bearing. A buying and a capitalisation scale must not be confused, because, to a purchase price one-third to one-half more or even a greater amount is generally added to provide working capital, cover expenses of promotion, etc.

With this explanation we may take Mr. Malcolm Cumming's Sengat valuation as basis of a scale which any planter of average experience can use in his purchase valuations, and which any investor can turn to for the purpose of seeing how a purchase in which he is interested compares with the standard set by the best-known planter and valuer in Malaya:—

MALCOLM CUMMING SCALE.
For valuation of a Rubber Estate on basis of five years purchase of the net profits on output. It is assumed (1) That trees in their fifth year will yield 100 lbs. of rubber, in their sixth 200 lbs., in their seventh and subsequent years 300 lbs. (2) That net profits in first year will be 5s. per lb., in second 4s., in third 3s., in fourth 2s., in fifth 1s.

| NET PROFITS PER ACRE. | | | | | |
|-----------------------|------------|-----|-----|-----|-----|
| Tree Ages. | Year | 1st | 2nd | 3rd | 4th |
| | Profit lb. | 5/- | 4/- | 3/- | 2/- |
| 5th year | Yield 100 | £ 6 | £ 4 | £ 3 | £ 2 |
| 6th year | " 200 | 5 | 4 | 3 | 2 |
| 7th year | " 300 | 5 | 4 | 3 | 2 |
| 8th year | " 300 | 5 | 4 | 3 | 2 |
| 9th year | " 300 | 5 | 4 | 3 | 2 |

EXAMPLE.
Let us suppose that an estate which is being valued has:—
(a) 100 acres 4 years old.
(b) 100 " 3 " "
(c) 100 " 2 " "
(d) 100 " 1 " "
(e) 100 " newly planted.

These trees will be entering their fifth, fourth, third, second, and first years respectively. In the first year each acre of (a) will return £5, in the second £4, in the third £3, in the fourth £2, in the fifth £1 a total for the five years of £15 per acre which is equal to £15,500 for the 100 acres.

In the first year (b) will return nothing; in the second year each acre will return £4, in the third £3, in the fourth £2, in the fifth £1, a total for the four years of £9 per acre which is equal to £9,000 for the 100 acres. In the first and second years (c) will return nothing; in the third year each acre will return £3; in the fourth £2, in the fifth £1, a total for the three years of £6 per acre which is equal to £6,000 for the 100 acres.

In the first, second and third years (d) will return nothing; in the fourth year each acre will return £3; in the fifth year £2, a total for the two years of £5 per acre, which is equal to £5,000 for the 100 acres.

In the first, second, third and fourth years (e) will return nothing; in the fifth year each acre will return £1 which is equal to £1,000 for the 100 acres.

Therefore, the valuation of the estate on the basis of five years purchase of the net profits on output will be:—

| | |
|-----------------------|---------|
| 100 acres 4 years old | £15,500 |
| 100 " 3 " " | 9,000 |
| 100 " 2 " " | 5,000 |
| 100 " 1 " " | 2,000 |
| 100 newly planted | 1,000 |
| 500 | |
| Total valuation | £32,500 |

If, at the commencement of the term, a part of the rubber is entering its sixth year the valuation for each acre of that part will be £50, £40, £30, £20, and £15; a total for the five years of £150 per acre.

If a part of the rubber is entering its seventh year, or is of greater age, the valuation for each acre of that part will be £75, £60, £45, £30, and £15, a total for the five years of £225 per acre.

RATIO OF VALUE.

From the scale as above, it becomes quite easy to construct a secondary scale showing correct ratios of value between rubber of one age and another. That is to say, we can determine with reasonable accuracy in what proportions the young and old trees will contribute to the total of a five years purchase valuation.

Thus one acre of newly planted rubber will come into bearing at the beginning of the fifth year, and its output of 100 lbs. at net profit of 1s. per lb. will give a return of £5.

An acre of rubber which is aged six years or more at the time of purchase will, as we have seen, earn in the five years £125, i.e., it contributes 25 times as much to the total as the newly planted.

The ratios for intermediate ages are shown in the subjoined table, to which is added a column showing the value per individual tree based on an assumption of 250 trees to the acre.

RATIOS OF VALUE—ACRES AND TREES.

| Age | Profit | Ratio | Profit |
|-----------|------------|--------|----------|
| When | per acre | of | per tree |
| Bought. | 5 years. | Value. | 5 years. |
| New | £ 5. 0. 0 | 1 | 8d. |
| 3 months | £ 1. 10. 0 | 1 1/2 | 1 1/2 |
| 6 " " | £ 1. 10. 0 | 2 1/2 | 2 1/2 |
| 9 " " | £ 1. 10. 0 | 3 1/2 | 3 1/2 |
| 1 year | £ 2. 0. 0 | 4 | 4 |
| 2 " " | £ 4. 0. 0 | 10 | 10 |
| 3 " " | £ 9. 0. 0 | 19 | 19 |
| 4 " " | £ 15. 0. 0 | 31 | 31 |
| 5 " " | £ 25. 0. 0 | 50 | 50 |
| 6 or more | £ 25. 0. 0 | 50 | 50 |

The profit per tree column should only be used when checking a valuation made by a valuer who gives the number of trees and their ages but no indication of the acreage.

RESERVE LAND.

In estimating the value of an estate with a fairly large acreage of growing rubber it is quite reasonable to include within the five years purchase limits an amount of reserve land equal to the total of the planted area. In the Sengat valuation, Mr. Cumming allowed his five years purchase to cover about 600 acres of reserve land which, taken separately, he would have put down at 2s. per acre owing to the favourable terms on which it is held, its situation, etc.

Many new ventures, however, are quite as much in the nature of a land purchase as of a rubber purchase, and this must be provided for. If, for example, an estate of 1,000 acres is bought on which there are 500 acres of growing rubber which by the scale will yield £15,500 (see the illustrative case above) it will be quite fair to follow the Sengat model and to include in the valuation the 500 acres of reserve land and all buildings, etc. But we may find another estate also with 500 acres of rubber capable of producing £15,500 and possessing in addition not 500 but 4,500 acres of reserve land. Either we must treat all reserve land beyond a certain amount as of no value, or we must provide for the excess outside the five years purchase valuation. This latter seems to be the fairer course and it seems to be the right one to apply. Revenue from catch crops or coconuts should be added to the rubber valuation, and the land covered by these catch crops should be added to the total of reserve land if it is intended to use it ultimately for rubber growing. Let us suppose, then, that the estate we have to deal with is as follows:—

- (1) Total area of the estate 5,000 acres.
- (2) 500 acres planted with rubber, viz. 100 acres 4 years old, 100 acres 3 years old, 100 acres 2 years old, 100 acres 1 year old, 100 acres newly planted.
- (3) 100 acres planted with coconut trees.
- (4) 1,000 acres planted with tapioca.
- (5) Reserve land suitable for rubber planting (including areas at present under coconuts and tapioca) 4,500.

VALUATION.
Basis for first part of valuation: five years purchase of the revenue producing assets, such purchase to include buildings, implements, stock, and 500 acres of the reserve land:—

| | |
|--|----------|
| 500 acres of rubber | £ 32,500 |
| 100 acres coconuts at £4 per acre per annum | 2,000 |
| 1,000 acres of tapioca on basis of three full crops at net profit of £5 per acre for each crop | 15,000 |
| Five years purchase valuation | 49,500 |

4,000 acres of excess reserve land (including land under tapioca) at £200 per acre 80,000 || Total valuation | £129,500 |

THE COMPANY'S STEAMSHIP
"PEMBROKESHIRE,"
having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 7th inst., at 6 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown where they will be examined at 9.30 A.M. on the 8th inst. No claims will be admitted after Goods have left the Godown nor will they be recognised if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 1st June, 1910. [414]

THE COMPANY'S STEAMSHIP
"INDRADEO,"
having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

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JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 2nd June, 1910. [419]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of June, at 9.30 A.M.

All claims must reach us before the 11th of June, 1910, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.
MELOHRS & Co.,
General Agents.
Hongkong, 31st May, 1910. [7]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"YORCK,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of June, at 9.30 A.M.

All claims must reach us before the 11th of June, 1910, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

THE STEAMSHIP "BRINGS" CARGO
Ex S.S. *Brings* from Venice.
NORDDEUTSCHER LLOYD,
MELOHRS & Co.,
General Agents.
Hongkong, 2nd June, 1910. [6]

Intimation.

DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea, the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOLE'S PREPARATION the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hyetaria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles, Dr. W. H. B. Atkins, F. R. C. P., London, Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

G. H. R.
ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY OF CARPENTERS, CARPENTERS, PLUMBERS, PAINTERS, SURFACERS, SHOEMAKERS, SADDLERS, WORKERS for the period of 12 months commencing 1st July next to H.M. Naval Yard.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and when filled in should be deposited in the Tender Box at the Main Gate of the Yard not later than noon: Wednesday, 8th June, 1910.

W. T. HOOKADAY,
Chief Constructor. [413]

A TOO STABLE.
LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where horses and carriages can be shod by EXPERT SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:
At the Stables or anywhere in Hongkong, \$2 per animal.
At Kowloon, \$3 per animal.

A TOO STABLE,
Leighton Hill Road.
Hongkong, 23rd March, 1910. [278]

CONSIGNEES.
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MALTA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

R. A. HEWITT,
Superintendent.
Hongkong, 1st June, 1910. [4]

BANK LINE, LIMITED.
NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 3rd June, 1910. [11]

Entertainment.

"BEAUTY AND THE BEAST."

A Popular Operetta.

A FAIRY TALE PLAY IN 3 ACTS.

Rearranged by
PROF. FRANCIS DANENBERG.

will be performed at the Chinese Y.M.C.A. Hall on the

Evening of SATURDAY, the 4th June, under the distinguished patronage of Sir

HORMUSJE N. MODY, K.T.

The public is invited.
The Performance begins at 9 P.M. each evening.

A MATINEE will be given on WEDNESDAY, the 1st June, at 10 Children and taking part in the Play, and the Orchestra of the Societade Philarmónica accompaniment, under the Conductorship of Prof. F. GONZALEZ.

Miss Evelyn DANENBERG, The Baby Artist, an 8-year-old girl, appears as a Beast with furry skin. "A Prince under a Spell."

Do not miss the opportunity of seeing this Baby Actress on the stage.

This Juvenile Musical Party will be of great interest and beauty to all who come to see them.

Admission 5s & 1s. Matinee: Adults 5s. Children half-price.
Tickets may be had at Y.M.C.A. and at the Royal Aerated Waters Manufactory, Ice House Street.
Hongkong, 3rd June, 1910. [419]

Intimations

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over 15 years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of the Royal Aerated Waters Manufactory, Ice House Street, Hongkong, 3rd January, 1910. [71]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS.

By the use of
SOLIGNUM

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local Companies.

Prospectus, samples and all information from the General Agent,
SIEMSEN & CO.,
(Machinery Dept.)
Hongkong.

Hongkong, 31st May, 1910. [43]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask or Factory.

In Bags of 50 lbs. net \$3.45 per Bag or Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1909. [45]

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG BRAND

GUINNESS' STOUT

In PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 3rd June, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DATE—\$36 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 4, 1910.

PUBLIC BATHING PLACES.

At the meeting of the Legislative Council on Thursday the Hon. Mr. E. Osborne raised a question of practical interest to the great majority of the community. He asked the Government to reserve parts of the beach at the eastern and western extremities of the town, that they might be made suitable as public bathing places. Without doubt Mr. Osborne has deserved well of the public in bringing this matter forward. The thing of a launch and getting together a bathing party is a costly and troublesome business. Few can afford the money, and still fewer the time it costs. A couple of bathers may, it is true, take a sampan and bathe from that. But there are many discomforts and drawbacks in this method of getting a swim. Anyone who has tried it knows them all especially that of climbing into the boat again after a dive. Not everybody can swim, and many who can't would like to enjoy the healthful pleasure of a dip in the sea. It is therefore satisfactory to note that the Colonial Secretary replied to Mr. E. Osborne that "any application received at the present time to utilize any portion of the beach for bathing will be considered." He said that no undertaking could be given to reserve areas in the places indicated. This seems reasonable, for the Government can hardly be expected to permanently devote a part of the foreshore to bathing purposes exclusively. Circumstances might arise when "the finest site" for bathing would be required for some more pressing need. But for the present the Authorities seem to view without disfavour the

suggestion that the parts of those beach should be used, as desired, for bathing? We wonder by whom "application" will be made. Will some enterprising syndicate build bathing machines and ask permission of the Government to roll off slices of the beach for "1st class six pence, 2nd class three pence, 3rd class and bring your own towel and bathing-suit one penny?" Or will some club acquire a lease of foreshore and build a nice bathing house and pier for subscribers to be balloted for? Will some... but we give it up. Whatever happens Mr. Osborne is to be thanked for his kind thought for others and his public spirit.

THE EXCISE DEPARTMENT.

A survey of the arid figures of Lieut. Beckwith's report and the very few facts communicated by it leave one's mind too much impressed. The first is that no estimate can be made from it of the probable amount of revenue in the future to be derived from liquor taxes. We are told that this revenue will show a marked increase as, in the course of time, the old stock of liquors stored before the Ordinance came into force gradually becomes exhausted. After the old stock is used up we shall begin to be in a position to answer one or two questions which suggest themselves in connection with this revenue and its source. We cannot now form any opinion worth expressing on the difference, if any exists, between the amount of alcohol consumed since the Ordinance and that consumed before it came into operation. Therefore we cannot tell with any degree of assurance what the revenue will probably be in time to come. We do believe that the increased price of liquor will cause a decrease in drunkenness. It may, and probably will, cause a diminished quantity to be consumed by many moderate drinkers, and by a few who are qualifying to be catalogued as immoderate. But short of prohibitive penalization in cost, the mere price of liquor will not make unwilling men even attempt to be sober. We have not heard that the bars and such-like drinking resorts appear to be less frequented than before, and we, as well as others, have observed no diminution in the number of town and visiting drunkards. In this interesting inquiry, therefore, the report will not help us. The second impression which it is bound to make is one of gratification at the ability and efficiency shown by the new Preventive Service. The work of this department is unavoidably unpopular and is extremely difficult to carry out without irritation and friction. Self-restraint and the wisest moderation are needed in enforcing new regulations which affect two of man's strongest appetites—his pocket and his drink. We mean, of course, the appetite of some for money to fill their pockets and of others for liquor to pour down their throats. Interference with these almost always leads to trouble. But the Preventive Service of this Colony has so far succeeded in a thankless and difficult task in a manner that reflects the highest credit on all concerned.

LOCAL AND GENERAL.

JUDAS HERRON, father-in-law of President Taft and once a law partner of President Rutherford B. Hayes, is dying.

MAILS from Europe via Siberia are expected here to-morrow per S.S. *Shanghai* and on Monday per S.S. *Touraine*.

A NEW brand of coffee "freed from caffeine" is now on the market. Something like spiritless whisky, or white blacking, or non-adhesive glue, we suppose.

MR. F. O. B. Denny, deputy conservator of forests, F. M. S., has tendered his resignation from the government service and intends taking up planting.

OWING to the extraordinary rise in the price of opium the Indian Government revenue during April from this source is 12 lakhs ahead of the estimate.

THE planters are taking advantage of dry weather and are burning up all the felled jungle as fast as possible before the rains set in, says the *Tai Ping* paper.

THE F. M. S. Government has issued a notification to the effect that they are prepared to consider applications from individuals desirous of exploiting the Rawang coal field.

THE skeleton of a mammoth has been found in a ravine near the village of Senkovo, in the government of Smolensk, at a spot 14ft below the surface of the ground.

THE Portuguese Government has published a paper concerning the employment of native labour in its Colonies. It constitutes the official reply to the statements made in England on this subject, says *Reuter*.

THE rubber exports from F. M. S. during the four months are given as follows:—Perak 65,821 lbs., Selangor 2,521,390 lbs., Negri Sembilan 394,507 lbs., and Pahang 65 lbs., a total of 3,519,683 lbs. against 1,577,125 lbs.

SCOTCH proverbs about wives and widows are rather hard ones. "Never marry a widow," says the suspicious, canny Scot, "unless her first husband was hanged." "Woe's the wife that wants the tongue, but woe's the man that gets her," runs another polite proverb from over the Border; but perhaps the most cynical of all is the declaration that "A dish of married love soon grows cold."

The Rival Routes to Canton.

RAILWAY & RIVERWAY.

(Special to the "Hongkong Telegraph.")

Now that we have come within measurable distance of the inauguration of traffic on the Kowloon-Canton Railway, it is not without interest to note the evidences of increased animation on the part of river steam-boat owners, who do not fail to recognise in the bid for Hongkong's lucrative trade with Canton. Already an approximate date has been fixed for rolling stock to be set in motion on the British section of the railway, and, admittedly, the engineering difficulties to be overcome on the Chinese section are not nearly so formidable as those that were encountered on this side of the Frontier, so that a speedy joining-up of the lines may be confidently anticipated.

When the railway comes into full operation it is only naturally to be expected that its workings will have a sensible effect upon the river-boat traffic between this Colony and the Capital of the Two Kwangs, in respect both of passengers and cargo. Of course, as the piers were careful to point out at the time of its inception, the railway was not projected primarily as a competitor prepared to fight the river-boat companies to the death. There is no question of ousting the established carriers; no danger of a

CUT-THROAT POLICY.

being pursued or a freight war declared. No; the railway is supposed to open up a new trade for itself, to develop fresh fields of unexploited produce. There is to be no menage offered to the present interests in the interior trade, so long monopolized by the river craft.

That the railway will serve a great purpose in developing the resources of British Kowloon is an accepted proposition. It is also generally conceded that the line will prove a most valuable asset in the transshipment trade of Hongkong, bringing remote areas hitherto unserved with direct trade facilities into close communication with our seaport, and cementing the solid common interests that subsist as between this Colony and Southern China.

But without the pretensions of the railway projectors, there is no doubt that the steamship owners interested in the Canton River traffic do not regard at all with equanimity the advent of railway competition. As already hinted, they have begun to set their house in order, so as to be able to meet their new competitor on level terms. There are rumours abroad pointing to the formulation of schemes for faster sailings to Canton, more frequent despatch of steamers, and the introduction of cheaper rates for passengers and freight. At this time of day it is needless to dilate upon the

IMPORTANT POSITION.

that the Canton trade occupies in the shipping life of this Colony. Over and above the immense fleet of junks engaged in this river traffic, no less than half-a-dozen steamers clear from Hongkong every day for Canton, not to mention the West River craft that keep up a constant service.

Nor can the tonnage of some of these boats be lightly regarded, for it serves as an inconceivable measure to swell the shipping returns of Hongkong to those dimensions which entitle our port to the leading place amongst the great seaports of the British Empire. For instance, one could hardly find a better type of river vessel than those of the Hongkong, Canton and Macao Steamship Company, of the Messageries Continentales or the "Kwong" line. Yet it is on the cards that faster steamers are to be put on the run, and sailings accelerated. It is stated in shipping circles, that one of the companies mentioned above has already arranged for the disposal of one of its vessels—a vessel of 12 to 14 knots—with a view to her replacement by an 18-knot flyer, and very probably a sister-ship to follow. The premier steamboat company has always got the credit of keeping

A LITTLE UP ITS SLEEVE.

as regards the speed-running of its craft and if all accounts be true the two "Shao" boats have been known to develop a 16-knot pace on occasion.

It may be remembered that some years ago a gentleman, not unknown in connection with some of our local business enterprises, proposed a scheme for putting a turbine steamer on the Canton run. The vessel was to have a speed capacity of 10 knots and to do the double journey in daylight. For some reason or other the proposal was not followed up at that time, but has anything further been heard of it since then?

But as far as the speedy daily run is concerned, this appears to be on a fair way towards accomplishment, by means of accelerated driving conditions, to be introduced on the river steamers. Although it would not be convenient to make both journeys by daylight, it is pointed out that passengers from Hongkong to Canton, and *vice versa*, would be able to do the return trip inside 24 hours, with 12 hours wherein to transact business or pursue pleasure, as the case may be, at their port of destination. And this need not entail any great alteration in the sailing fixtures.

AS REGARDS FARES.

and freight charges, the railway will find it difficult to underbid the steamboats. Chinese can travel to Canton at present for as little as 50 cents a head. So far, the rates to be charged by the railway have not transpired, but it is hardly likely that those will much exceed the steamer rates. In the matter of freight carriage, the advantage undoubtedly lies with the river boats; but, on the other hand, the railway will serve as an outlet for the fruitful Samchoi valley and other fertile trans-Frontier fields, the produce of which hitherto has had largely to be sent down the creeks and sluggish rivers in laborious flat-bottomed boats.

That the Chinese will take kindly to the railway is quite to be expected in view of expenses gained on other railway routes in China. The nearest section of completed railway line from which a sort of guidance may be taken is the 35-mile track from Shek-wai-toog (Canton) to Samshui. For this journey the lowest fare is 20 cents, and the trains are generally crowded. If the management of the Kowloon-Canton railway can carry passengers at rates approximately as low as the river boats, with a fair allowance of luggage per head, and at a speed calculated to cover the distance in some five hours, they may very well anticipate the expectation of a good slice of the river traffic. But time will tell.

LADY MAY "AT HOME"

AT MOUNTAIN LODGE.

Lady May will be "At Home" at Mountain Lodge at 4.30 p.m. on Friday, until further notice.

NOTES BY THE WAY.

"THE FINEST SITE."

Public discussions die hard in the Colony. Mr. Murray Stewart again took up the cudgel in defence of aesthetic considerations at the last meeting of the Legislative Council on Thursday afternoon. The honourable member once more assailed the patient ears of Hongkong's legislative assembly with the tremendous volume of his oratory, the whole of which embodied a solitary resolution, and all to indicate—nothing. Scarcely that the resolution in question obtained the support of only one other member of Council besides Mr. Stewart, one is almost tempted to believe that he was leading a forlorn hope. Mr. Stewart was of opinion that in order to gain his object, the usual method of interpellation appeared to him ineffectual and so he had recourse to fall back on the old-fashioned system, which was now coming into vogue at home, of introducing a resolution, in view of the extremely hostile reception which was accorded the resolution, it may not be unlikely that Mr. Stewart adopted the same philosophical method of accepting his defeat which seems to be favoured by a certain class of politicians at home—namely, to comfort himself with the reflection that he obtained not a victory by so many votes but a "moral victory." At all events, the discussion may be considered dead and buried, at least for the once.

A MIRAGE.

If Thursday's Council meeting was devoid of any tangible result so far as Mr. Murray Stewart's resolution was concerned, it brought out one interesting fact and that was, that the Standard Oil Company had refrained from pursuing further inquiries about the much-discussed plot of ground. His Excellency the Officer Administering the Government struck a satirical note when he said that he did not know whether it was Mr. Stewart's "broadside" or the pen of a certain lady contributor to the columns of the Press which frightened the richest company in the world, but the fact remained that the would-be "purchasers" had thought fit to withdraw from the field, and, therefore, any question of the site's immediate sale was obviously *non est*. Maybe the Corporation were surprised at their own generosity, which may have been incidentally due to the unheeded criticisms which appeared in cold print and which might have helped to bring them to a sense of their "absolute folly." Or may be the silver-tongued gentleman who presides over the destinies of the P. & O. was right when he said that the only thing which had frightened the Standard Oil Company was the "rapacity" of the Treasury. As Mr. Murray Stewart aptly described it, the princely offer of six lakhs of dollars has proved a mere subjective illusion—a sort of mirage! Thus the Colony in seeking for the shadow has most likely lost the substance. At all events, the amount of the ultimate bid when the plot is finally put up for sale by auction will be awaited with considerable interest.

A CALAMITY WHICH WAS AVERTED. The all-absorbing topic of conversation during the earlier part of last week was the visit of a possible water famine. But, fortunately, the sky on Thursday morning was overcast with the rainclouds and in the course of the day Jupiter Pluvius let loose his hoists with a vengeance. *En passant*, it would have been interesting to see the expression of joy on the Water Authority's face at the right moment. It is agreed on all sides that there is very little fear of the Colony being visited by a water famine after this. All's well that ends well.

AN EVENT WHICH DID NOT COME OFF.

One result of the heavy downpour was the postponement of the balloon ascent and parachute descent at Happy Retreat, which was to have taken place on Thursday last. It will be remembered that the last balloon ascent was subjected to a similar delay by the same causes. This latest repetition of the unenviable experience must have proved a veritable "damper" to the spirits of the enterprising gentleman in charge of the arrangements. There can be little doubt that Fate is decidedly against aerostatics in Hongkong. I wonder whether the same fate will overtake future efforts to introduce the science of aviation in the Colony. Judging from some remarks which were dropped in prophetic quarters the other day, one is led to believe that the day is not far distant when daily trips across the water and to the heavenly heights of the Peak will become one of the commonplaces of ordinary existence in the Colony.

A PREP INTO THE FUTURE.

When that time does come, we think His Majesty's ships on the China Station, around which a certain amount of interest always centres, will not be considered totally indispensable, because by then, a new-fangled danger will have come into being in the shape of bombs dropped from nowhere in particular and everywhere in general. When this terrible era of aerial warfare will have dawned, it will be necessary for the authorities to change the scheme of national defence a bit and instead of the gallant China Squadron, we shall have a fleet of air-ships and flying machines. Save us from such a hideous nightmare! Why, it will drive away the remnants of the thievish magpie, against whose total extermination the Government recently issued a solemn decree to all loyal citizens. At all events, the evil will come as a mixed blessing to the Colony, for which we should perhaps feel thankful, CASUAL CRITIC.

THE cruiser *Challenger* and *Cleveland* sailed from Cavite on 30th ult. for Guam, Honolulu and San Francisco. They will be relieved by the *New Orleans* which is now on the China coast and the *Albatross* which was being overhauled at the Mare Island navy yard, when last heard from.

CANTON DAY BY DAY.

FATAL ACCIDENT.

[From Our Own Correspondent.]

Canton, 28th May. Yesterday morning a passenger junk on her trip to Canton from the Tung Kun district carried a cargo of a large quantity of fireworks. At about 11 a.m., when she was passing the Min Fa Shan hills, the fireworks ignited and an explosion resulted owing to the carelessness on the part of one of the passengers who accidentally dropped a burning cigarette butt. The passengers on board became panic-stricken and some of them threw themselves overboard in the hope of escaping death by fire. Of these passengers four were drowned. Ten others were seriously injured on account of the explosion, and of the latter one expired before the junk arrived in Canton.

RELIEF DISTRESS.

Arrangements have been made by the committees of the different Charitable Institutions, with the co-operation of the officials, to carry out the scheme of distribution of cheap rice in Canton to supply the wants of the people. A sum of about \$300,000 has now been secured from various sources and is available for the purpose. Mak Hui Ping and Lo Fu Shue have been selected to be jointly in charge of the relief work.

THREATENED FLOOD.

The West River has risen considerably during the last few days. The Taoist of Shui-Hing sent a telegram yesterday to H.E. Viceroy Yuan, requesting him to warn the people in Canton and in the neighbouring districts to take precautionary steps against floods.

COLLAPSE OF A WALL.

On the 26th instant four persons were engaged in the work of removing the debris of a shop which was destroyed by fire a week ago in Tsing Yuen Street. While they were so employed the remaining wall of the shop suddenly collapsed, burying the coolies underneath the debris. Assistance was promptly rendered to extricate the unfortunate men. When rescued they were found to be severely injured. Two of them are in a precarious condition and there is little hope of their recovery.

HEUNGCHOW.

The Provincial Treasurer, Chun Kwai Lin, is also in favour of the proposal that Heungchow be made a free port in order that it may successfully compete against Macao. Treasurer Chan has now submitted the matter for the Viceroy's re-consideration.

GAOL MUTINY.

30th May. An official telegraphic report received by the Viceroy from the magistrate of Tsang Shing district states that, on the 27th instant, there was an outbreak of fire in the district city in the vicinity of the gaol. When the officials and "braves" were busy engaged in rendering assistance to extinguish the conflagration, the prisoners in the gaol availed themselves of the opportunity and broke out to mutiny with the result that sixty-nine of the latter effected their escape. The gaol warder who tried to prevent the prisoners from escaping was brutally done to death and several other party officials were wounded. On the following day three of the prisoners were recaptured.

RELIEF MEASURES.

It has been decided by the committees of the Charitable Institutions that the distribution of cheap rice in Canton will commence on the first day of the 5th moon and be continued until the end of the 6th moon. In case of the first crop of rice being unsatisfactory, the relief measures will be extended another two months.

LUNATIC ASYLUM.

The Viceroy has consented to allow the building of the old Government Magazine at Sai Chuen to be utilized for the proposed lunatic asylum.

DELIBERATIVE COUNCIL.

The Canton Provincial Deliberative Council has decided that no matter whatever be the amount of the annual rental of the Kwangtung salt monopoly, the surplus sum derived from it must all be appropriated to make good in part the loss of the Provincial Government's revenue by the proposed abolition of the gambling farms throughout the whole province of Kwangtung, and that, moreover, the price of salt must be fixed at a certain rate, not to be increased at any time by the salt merchants, in order that it may not injuriously affect the people's purse. The Deliberative Council has sent a telegram to Peking on the subject. One of the members of the Council has suggested that a representation should be submitted to the Throne requesting Imperial sanction to abolish all the gambling monopolies in Kwangtung from the 1st day of the 5th moon this year. The attention of the Deliberative Council has also been drawn to a proposal for building a railway connecting Canton and Hangchow. At the extraordinary meeting the proposal was discussed, but no decision was arrived at.

PROPOSED MARKET.

1st June. The Taoist of Constabulary, Lau Wing Tin, has submitted a memorandum to the Viceroy suggesting the building of a market inside the city close to the old Governor's yamen. The Viceroy appears to be greatly in favour of the proposal.

HEUNGCHOW.

The promoters of Heungchow have petitioned the local officials to apply for permission to run cargo junks between that port and Shek Ki.

THE FEBRUARY MUTINY.

2nd June. As a result of a memorial submitted to the Throne by General Chan Hing Kwei denouncing the Canton Viceroy, N.E. Yuan Shu Han, and a number of his subordinates for the alleged unsatisfactory manner in which they dealt with the mutiny of the newly-trained troops in Canton, at the beginning of this Chinese year, an Imperial Decree, issued on the 31st May, commanded that the dereliction of duty on the part of Viceroy Yuan and Taoist Ng Sit Wing, superintendent of the Provincial Military Department, and Admiral Li Chuan, who was in command of the fleet, be thoroughly investigated by

the Ministry of War with a view to condign punishment being meted out to them. The same Decree ordered that Commander Cheung Chee Pol and Captain Lau Yee Pui be arrested and sent to the Imperial Court of Justice to be punished. It was added in the Decree that considerable regret is felt that so many troops, who had been trained for several years, were disbanded at one time on a trivial pretext that did not justify their dismissal.

TANG SHAO-YI.

It is reported that H.E. Tang Shao Yi, who returned to the South a month ago, and is now residing in Canton, will probably proceed to Peking to re-enter official life in about a fortnight's time.

CANTON-HANKOW RAILWAY.

The 16th section of the Canton-Hankow Railway from Shek Pui Haug to Kau Wong Shek was opened to passenger traffic on the 1st instant. The total length of road completed and opened for traffic from Wong Sha to Kau Wong Shek is 170.41 Chinese li.

THE MINT.

As an Imperial edict has been issued adopting a new standard of cobalt which will be uniform throughout the empire of China, the Canton Provincial Mint will stop work altogether on the 6th instant pending the receipt of further instructions from Peking.

NAVAL AND MILITARY EXPENDITURE.

The total amount of expenditure incurred by the Provincial Government of Kwangtung for the navy and army during the last Chinese year was 2,300,000 taels as reported by the Military Department.

THE ADMINISTRATION ACTION.

JUDGMENT DELIVERED IN A CASE WHICH LASTED 54 DAYS.

At the Supreme Court this afternoon, Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, delivered judgment in the case in which Li Chok Hung sued Li Shek Pang for an account of the estate of his late father, Li Ka Shing, in which the sum of \$10,000 to \$100,000 was said to be involved. Dr. Ho Kai, M.B., C.M.D., and Mr. Eldon Potter, instructed by Mr. P.W. Goldring, of Messrs. Goldring, Barlow and Morrell, appeared for the plaintiff, and Mr. M. W. Slade, K.C., and Mr. G. G. Alabaster, instructed by Mr. Lixson, of Messrs. Deacon, Looker, and Daogon, were for the defendant.

In the course of a two-hour judgment, his Lordship explained the nature of the action, which was brought to that Court in its Probate Jurisdiction. The case was one which bristled throughout with what was known in China as *long names*. According to Chinese law, the sons of a man's concubines had equal rights and there was absolutely no distinction as regarded the division of the estate after the death of the father between the sons of the concubines and those springing from the legal wife. The chief contention in that case arose from the respective shares of the Sun Sing and the Wing Sing Tong firms in the estate of the deceased. After dealing with the legal aspect of the case, his Lordship said that the evidence spoke for itself. The hearing of the case assumed an abnormal length and whilst the details in many cases were complex and the conflict of evidence, to use a mild expression, very marked, there was unfortunately much time taken up in discussing as to the translation placed by the respective parties on the numerous entries in documents, books of accounts and balance-sheets and he ventured to suggest that if it should again fall to the lot of a Judge to try a case of over 50 days' duration, it seemed to him that it was extremely desirable, and, he thought, necessary, as far as possible, that the translations of such lengthy documents should be agreed upon between the parties prior to the hearing of the action, or, failing an agreement, to rely on the directions of the Court. A portion of defendant's evidence was most unsatisfactory. At one stage of the case, the defendant said that a half-share of which he had disposed was given in the nature of a gift but there was considerable doubt in his Lordship's mind as to the alleged gift. After carefully reviewing the evidence he was of opinion that the plaintiff had established his case and it was clear that defendant was liable to give to plaintiff an account of the estate of the deceased. It was somewhat unfortunate that several witnesses who could have given material evidence were dead and the only person besides the defendant who spoke to the affairs of the deceased was Li Hoi. After giving the mass of evidence which had come out in the case full consideration, the conclusion he arrived at was that plaintiff was clearly entitled to a relief being granted him. The case had disclosed facts which cast serious, and, in one instance, well-founded suspicion against the *donor-facts* of the defendant, and, taking, as he did, his view of it, and, in particular, to certain statements in respect of one of the firms, he was of opinion that the Court should exercise a special discretion as to costs. The judgment would be as follows:—Judgment for the plaintiff for an account on the Sun Sing Tong issue with the general costs of action except so far as they have been increased by the Wing Sing Tong issue and defendant to bear all his own costs.

Mr. Potter asked for judgment for the plaintiff with costs.

Mr. Slade applied for a stay of execution pending an appeal.

The application was granted, with the usual undertaking as to costs.

THE half-yearly general meeting of the shareholders of the Japan-China Steamship Company, held last week, adopted the following statement of the disposal of the net profit for the last half year, amounting, with the surplus brought over—Y53,075—to Y266,631. There were only two shareholders present, representing 133,834 shares, in addition to the representatives of the Department of Communications and the Imperial Household and the directors of the company.

Reserve, Y1,177,777.

Dividend at rate of 5% per annum, 202,500.

Balance to officials, 8,000.

Carried forward, 4,000.

BIG JAPANESE WRESTLERS.

PICTURESQUE PARTY AT THE WHITE CITY.

Liverpool-station is a rare place for abnormal conglomeration, and frequently its platforms offer free entertainment with unexpected "turns"; for this station leads to the docks. Yesterday (29th April) morning's turn was given by 300 wrestlers, sword-makers, magicians, still-walkers, flower girls, Satsuma vase potters, fan-makers, just arrived from Nippon, all as Land of the Rising Sun, Cherry Blossom, Morning Glory, and so on, en route for the White City.

The troupe may be said to have been encircled by the station crowd again and again, and acknowledged its triumph with little bows, the combined politeness and reticence of which is granted mortals by the gods, but never learned. One brown, grave little man in a mauve silk gown, who wore an antique bowler hat of priceless design, might have provoked open and unrestrained laughter, if he had not bowed so politely to the crowd.

JAPANESE STUNTS.

What those who wait at the station for the arrival expected to see in this large party of Japanese cannot be said. But it is certain they did not see what they expected. Evidently, to be Japanese does not mean that one must be of small stature, for towering above English policemen and porters were vast heads, grim and dark, with expressions that would make the fortune of a designer of grotesque door-knockers. Any one of these big fellows, in spite of their effeminate robes, looked capable of throwing about a City of London bobby on the least provocation.

These big Japs did not wear flowers in their hair (which was "dons up" on top in a farthing bun) to any extent. They were the famous wrestlers, and one of them was Poo-Bah in reality. He stood straddle-legged, with a front elevation like Falstaff's, a scowl like fate, and the stump of a huge cigar was stuck in a face that was the beau ideal of a baby-frightener. His black hair was fixed into an absurd little knot, he wore shirts and a kimono, and his feet, in white stockings, were elevated on wooden sandals.

THE FURMIDABLE POO-BAH

The smile of a City young lady, as she looked at Poo-Bah, faded quite away, leaving her mouth open and her eyes staring. She gaped instinctively for her lady friend, and murmured, "Oh, Mari."

An interpreter brought back the absent mind of the "Morning Leader" representative by explaining that these wrestlers are distinct from the Ju-Jitsu performers. Once upon a time, as usual (said the interpreter), there was a big fire in Tokio. "Plenty die—all bury in same hole." Consequently the Buddhist priests could not celebrate for each victim, but had to make a collective job of it. A special temple was erected over the spot, the famous Ekoin Temple. Being a sort of Nonconformist church there was no provision made for an incumbent, so international wrestling matches were organised to raise funds. These tournaments are still held in Japan; and now, with a reproduction of the national environment, these wrestlers, the pick of the best, are going to heave each other about at the White City.

If any living English wrestler can get the half-Nelson on Poo-Bah's beauty he will have to do it with his own eyes shut, or his thoughts will wander from his task. If Poo-Bah catches his eye but once the British flag will be lowered.

THE JAPANESE CHILDREN.

It was the 400 children who kept the office boys in awe and bondage all the time; but others, tearing their sight away, saw other things. It was impossible, in that crowd of motley raiment, to distinguish the top-spinners, the sword-makers, the rice-growers, fan makers, shrine builders, sandal-makers, still-walkers, water conjurers, tea girls, sword-dancers, etc. But they were there, and that was enough.

Moreover, with their sisters and their mothers, there were the Japanese kiddies. When these were seen emerging from between the legs of the crowd everybody offered thanks and turned their money for luck.

No clay entered into the composition of these children. One baby girl, who carried a red "dolly" as big as herself, was dressed in heliotropesilk, and her face was white porcelain, tinted with rose. A straight black fringe came down to her black eyes, which saw the world with wonder, and her mouth was jeweller's art. It was a miracle that child was not stolen. She held a private court with a ring of spectators, and ruled her subjects with the tyranny of innocence. Happy was he who won a smile.

The diminutive, pale women in Japanese kimono, with the bright eyes and the faded smiles, who padded up the platform in sandals (though keenly watched by all, were not at all embarrassed. Faintly smiling a smile as old as the garden of Eden, bringing the wisdom of their more ancient civilisation to bear on the spectators, they did not seem to be at any sort of a loss.

The great party of Orientals boarded a line of 15 decorated motor buses which was waiting for them, and went right through the wonders of the City of London without betraying the least emotion. They seemed, indeed, weary of it all.

The "Morning Leader" representative sat behind a wretched little table like a wall, and whose ears, proportionately, were shell-like, and can affirm that that huge representative of the land of wisteria and delicate fancies did not once turn his vast head to see what these little folk were like who were so interested in him.

As we go to press, we are informed that the Colonial Secretary is in receipt of a telegram to the effect that quarantine restrictions have been imposed at Onsoo on arrivals from Amoy and Poochow.

GLENSHIEL ESTATES.

THE ACRAGE UNDER RUBBER CULTIVATION.

HARVEST DURING CURRENT YEAR.

The *Financial* reports that the annual ordinary general meeting of the Glenshiel Rubber Estate Company, Limited, was held at Winchester House, Old Broad-street, E.C.4, Mr. E. L. Hamilton (the chairman) presiding.

The chairman, in the course of his remarks, said: The share capital authorised is £30,000, all of which has been issued, and at the close of the year 9,191 shares were fully paid and 20,809 shares were 15s. paid, making 30,000 shares in all. The final call of 5s. per share on the 20,809 shares has since been paid in full. The creditors, London and Selangor, £13,337.18s. 7d., are the usual trade creditors and bills payable, which call for no special comment. On the other side of the account we have property account £14,077.10s. 8d., of which £10,250 7s. 8d. was the amount as per last balance sheet, and we acquired during the year several small blocks of land adjoining our original estates, and to which I shall refer presently, for a sum of £3,859 7s. Development account shows an expenditure to date of £9,163 10s. 8d. The upkeep of the estates and the opening out and planting of 103 acres during last year represent an expenditure of £7,450 2s. 7d., from which we have deducted the receipts for rubber sold and value of the stock rubber at the close of the year. We adopted this procedure, as the quantity of rubber harvested did not justify the opening of a revenue account. We shall, of course, have a revenue account to submit to you for the current year.

PROSPECTS OF DIVIDEND.

Preliminary expenses have been increased by £99 12s. 4d., being the expenditure incurred on the new properties acquired. The total standing to the debit of this account is £10,831.13s. 10d., an item which we hope to take no early opportunity of writing off. The expenditure on buildings during the year was £693 1s. 10d., a considerable portion of which was for a new bungalow on Glenshiel Estate. The stock of rubber was valued at £1,409 0s. 10d., and I am glad to be able to tell you that it has since been sold, and has realised about £1,000 more than the valuation. At the close of the year we had available in cash £1,562, and we have since received in calls £4 6s. The surplus receipts on rubber stock are £1,000, making a total of £5,723, against which we had liabilities on December 31 last of £3,338, leaving a balance of, say, £2,385 for development account. This amount will be sufficient to bring all our immature rubber to the p. budding stage, and it will be necessary to take from revenue a certain amount of capital expenditure during the current year; but, notwithstanding this, there is every prospect if anything like the present price of rubber is maintained, of our being able to distribute on this year's results a substantial dividend.

ACRAGE.

Turning back to the report, you will notice that we had on December 31 last 1,140 acres under rubber and 973 acres of reserve and other land, a total of 2,113 acres. We have since acquired a further 23 acres of rubber, adjoining our Glenshiel Estate, making the total under rubber at this date 1,163 acres. Our intention is to bring the cultivated area up to 1,200 acres; which, if brought to maturity on our present capital of £30,000, will represent a cost of £15 per acre, and I have no hesitation in saying that this will complete favourably with any estate in the Malay Peninsula or elsewhere. Our properties consist of two estates—Glenshiel and Sundei Tanak—each of which, excepting a C division on Glenshiel, form a compact block, and are separated from each other by about 2 miles. C division, Glenshiel, is the piece of land about 45 acres, about four miles from the Glenshiel Estate, and which was hitherto known as block A Emmott, and which we acquired for fully-paid shares shortly after the company was floated. There were on this property some old rubber trees ready for tapping, which, with the present high price of rubber, have proved a valuable asset.

THE CROP.

The rubber harvested during last year was 5,679 lb., all of which has been sold at an average price of 9s. 7d. per pound. A portion of the proceeds, as already explained, have been appropriated towards the reduction of development account. The rubber harvested during the first three months of this year is 5,729 lb., against the estimate of 5,000 lb. for that period. The estimate for the whole year is 40,000 lb. Our manager, however, writing on March 17 last, said:—It is not possible to make a very accurate estimate yet but I think we shall get at least 50,000 lb. I only hope his forecast may prove correct. The estimated yield for the next three years as given by our manager, Mr. D. C. P. Kindersley, is: 1911, 100,000 lb.; 1912, 110,000 lb.; 1913, 218,000 lb. Assuming 1s. 6d. per lb. as the cost of production after this year, I must leave you to draw your own conclusions as to the possible profits we may make. For example, assuming a profit per pound of 5s. in 1911, 4s. in 1912, and 3s. in 1913, we should have net profits during those years on the manager's estimates of yield: 1911, 100,000 lb. at 5s., £5,000; 1912, 110,000 lb. at 4s., £4,400; 1913, 218,000 lb. at 3s., £6,540; a total for the three years of £15,940, or about 350 per cent. on the capital of the company. That is all I have got to say, and I will therefore propose that the report and accounts as submitted be adopted.

Mr. E. A. Bennett seconded the motion which was carried unanimously, and after formal business had been transacted the meeting closed.

S. S. *Panama Maru*, newly built at Nagasaki Dock Yard for O.S.K. Trans-Pacific service, left Yokohama on the 4th inst. on her maiden trip, and is expected to arrive here on the 21st June, after calling at Kobe, Moji and Manila.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room on the 17th May, 1910.

Present:—Messrs. W. Kruse (Chairman), J. S. Fenwick, O. Lee, J. Mancini, L. J. Thomas, K. T. Sudarabara, and the Secretary.

The minutes of the last meeting were read and confirmed.

A despatch was read from H.B.M.'s Consul announcing the death of His Britannic Majesty, King Edward the Seventh.

A despatch was read from the American Consul informing the Council that he has turned over the Consulate to Mr. Charles F. Brissel.

The question of quarrying on the island was discussed, and a petition was read from Chinese residents within the Settlement protesting against such quarrying. Before taking any definite action in the matter, the Council decided to obtain from the Consul's Body their opinion as to whether the Council has the power under existing regulations to stop quarrying.

A letter was read from the Revd. G. M. Wales, Chairman of the 1908 Land Commission, reporting the completion of the valuation of certain properties and the Secretary was directed to convey to Mr. Wales and his colleagues the Council's thanks for their courtesy in undertaking the work.

A communication from Mr. B. G. Tour, H.B.M.'s Consul, concerning a case of cruelty to a bird was read, and the Capt. Supr. reported that the perpetrator was arrested, convicted in the Mixed Court, and sentenced to sixty blows.

The Capt. Supr. reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons: Debt 2, Constructing a wharf without the permission of the Council and the Harbour Master 1, Blasting contrary to Municipal Orders 2, Assault 2, Throwing rubbish into public drains 5, Breach of Agreement 1, Non-payment of Assessment 6, Non-payment of quarry license fees 1, Breach of Municipal Regulations (Disorderly house) 1, Summary Arrest: On suspicion with being concerned in causing the death of a woman 1, Breach of Opium Regulations 7, Cruelty to a bird 1, Theft 4, Committing a nuisance 2, Leaving his employ without giving due notice 1, Using threats 2.

(Signed) W. KRUSE, Chairman.

By order,
C. Berkeley Mitchell,
Secretary.

CRUISED AS SPY.

DIES DURING DRUNKEN REVEL.

A sacrilegious and gruesome crime was committed at the mining town of Arella, in Western Pennsylvania. A hundred or so drunken miners crucified on a rude cross one of their number whom they believed to be a spy in the company.

The victim, named Rapih, had not been long over from Hungary and knew very little English. His executioners were mainly Slavs also, and for some time past they had openly threatened Rapih.

After drinking heavily at a local saloon and being inflamed by fresh accusations brought against Rapih, the mob proceeded to his house and dragged him out, tearing him literally from his wife's arms. They then carried him to the outskirts of the town. While some of the miners got timber from one of the mines and fastened them into a clumsy cross of large dimensions, others stripped the victim, and then throwing him on the cross bound him to it; with great spikes through his hands and feet. To complete the sacrifice the drunkards twisted him a crown of thorns which they placed on his head.

They then procured more liquor and danced about the cross singing ribald songs while their victim died in horrible agony.

The police finally appeared on the scene attracted by the shouts of the revellers and the shrieks of their victim, and immediately a battle ensued between the miners and the officers. Many of the former were armed with revolvers, and it was some time before the police could prevail. They were only able to arrest three of Rapih's murderers.

Rapih was dead when they took him down from the cross.—*Daily Chronicle*.

SUNNING RAILWAY.

FURTHER EXTENSIONS CONTEMPLATED.

(From Our Own Correspondent.)

Canton, 28th May.

The work on the extension of the Sunning Railway from Kuog Yick Fan to the city of Sun U district, under the supervision of Chan Yu Hee, is progressing rapidly and it is estimated that the line will be completed and made available for passenger traffic about the 7th Chinese moon this year. It is the intention of Chan Yu Hee to further extend the line from Sun U to either Fatsan or Canton, thus connecting with the Canton-Hankow Railway and also to build a branch line from Sun U to the district of Yeung Kong. Chan Yu Hee is trying to use his best efforts to raise an additional amount of capital for the proposed work.

HUON shoals of seals have come into the Wash during the past few weeks, and the fishermen are complaining to the local fishery authorities. The seals eat about 7lb. of fish a day each, while the weight of one in a net is enough to break it and cause the fishermen to lose two or three days' work. The seals, some of which are six feet long, have no commercial value as they are not of the fur-bearing variety and yield very little oil.

COMMERCIAL.

June 4th, noon.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

| | |
|------------------------|--------------|
| Allagars | 7/10 |
| Anglo-Java | 11s. 16 |
| Anglo-Malay | 28/3 |
| Balgownie | 5s. |
| Bain Tigar | 8/6 |
| Bertans | 8/6 |
| Bukit Kajang | 27/6 |
| Bukit Rajahs | 27/6 |
| Caray United | 27/6 |
| Carlsfeld | 17/6 |
| Changkat Serdangs | 30 |
| Oberas | 16s. |
| Damansara | 16s. |
| Eastern International | 37/6 |
| Fed. Selangors | 37/6 |
| Glenashly | 3s. sellers |
| Glenbiels | 12s. |
| Goldcoas | 27/6 |
| Golden Hopes | 13s. |
| Highlands and Lowlands | 13s. |
| Indragiris | 5s. |
| Jack Kenneths | 300/- |
| Jequies | 10s. |
| Jonglandor | 8/- |
| Kamuning | 8/- |
| Kuala Lumpur | 82/6 |
| Lanadrons (fully paid) | — |
| Lanadrons (ppd.) | — |
| Labus | — |
| Ledbury | 50/- |
| Linggis | 59/3 |
| London Asiatics | 55/6 |
| London Ventures | 8/6 |
| Merlimans | — |
| Pajamas | 18s. sellers |
| Pagohs | 55/- |
| Rubber Trusts | 55/- |
| Sagars | — |
| Sandycrofts | 540 |
| Sapongs | 41/- |
| Seafields | — |
| Sekongs | 30/- |
| Shelfords | 20/- |
| Singapore and Johore | 20/- |
| Sumatra Paras | 22/6 |
| Sungei Choks | 107/6 |
| Sungei Kapars | 18/3 |
| Tandjongs | — |
| Tangkaks | 32/6 |
| Toerangle | 7/6 |
| Ulu Rami | — |
| United Serdangs | 130/- |
| United-Singapores | 5s. sellers |
| United Sumatras | 11/6 |
| United Langkats | — |
| Para Rubber | 5/- per lb. |

HONGKONG'S RIVAL.

THE FORMOSA SUGAR INDUSTRY.

As every one knows, says a vernacular contemporary, the sugar industry in Formosa has made wonderful progress, and the production of each sugar mill in Formosa has reached a quantity beyond all expectation. The profit to be made by the companies is estimated to be very large, as the sugar market has been exceedingly active. The sugar-refining industry in Formosa has been so favourable in the present half-year that it has had no equal among other industries in Formosa or in Japan Proper. Even those engaged in the sugar industry in Formosa themselves must be surprised at its prosperity. The production of sugar at the principal sugar mills in Formosa for the present half-year is estimated as under:—

| Bag. | Total |
|-----------------------|-----------|
| Formosa Sugar Company | 8,100,000 |
| Esuiko | 270,000 |
| Dai Nippon | 250,000 |
| Meiji | 170,000 |
| Oriental | 130,000 |

Total 8,820,000
When the production of the Bala and other mills is added, the total production will swell to about 1,800,000 bags. Taking the market price of sugar at ¥12.2 per bag or picul, there will be a profit of about ¥3 on each bag after deducting the following expenses:—

| | |
|--------------------|-------|
| Cost of sugar cane | ¥3.20 |
| Transport charge | 0.30 |
| Producing expenses | 1.50 |
| Sundry expenses | 1.00 |
| Tax | 4.30 |

Total ¥10.30

This will show how lucrative is the business of sugar-refining by means of machinery of the latest pattern. When the quality of sugar cane is improved and the management at the mills reformed, the profit will be still larger. Adding the revenue from the passenger and goods traffic on the railway lines owned by each company, the interest on bank deposits, and other sundry receipts, and deducting the secret outlays, which cannot be stated at general meetings (1), each company will be able to reap a net profit of from ¥1.80 to ¥3.60 per picul. In these circumstances some of the companies in Formosa are in a position to distribute a dividend at the rate of 30 per cent., but they are restricting the dividend to the same rate as for the preceding half-year lest envy should be aroused among the public. [We are not surprised at the caution exhibited, for while by the assistance rendered by the Government these mills are reaping in prosperity, the price of sugar has doubled.]—*Japan Chronicle*.

WESTMACOTT'S bronze statue of George Canning in Parliament Square is the only one which the pet sparrows honour. For several years past in springtime pairs of sparrows, the old birds and their progeny, have built their nests in the ample crease of the right arm, and hatched the young; and now a couple have completed the construction of their cosy little home, and in a week or two they will be training their young to fly.

To-day's Advertisements.

DR. W. R. LAMB,

AMERICAN OCULIST AND OPTICIAN, SPECIALIST IN EXAMINING AND REFRACTING THE EYE AND CORRECTING DEFECTIVE VISION.

KING EDWARD HOTEL ANNEXE, No. 21.

Has the pleasure again of announcing to the citizens of Hongkong that he has opened a consulting room at the above address and will remain till JUNE 27th, a short yet sufficient time to give those in need of his services an opportunity of consulting him if they will make an Appointment at their earliest convenience.

He is fully prepared as before with the most modern instruments and apparatus, including the Javal Ophthalmometer and the Electric Ophthalmoscope for thoroughly examining and refracting the eyes according to the latest and most approved methods, as employed in the Metropolitan Eye Infirmary, and has the largest supply and greatest variety of all desirable kind and styles of mountings and lenses of the best quality ever brought to Hongkong, including several thousand different spherocylindrical and prismatic lenses made specially to order for the correction of astigmatism, and other ocular defects which the common spherical lenses will not correct.

Those having eye trouble or defective vision, who suffer from eye-aches, headache, inflammation of the eyes or lids or weakness of the ocular muscles, and those who are already using glasses which, in most cases, are not the kind required—would do well to avail themselves of the exceptional opportunity and unsurpassed facilities which are offered now for examining and refracting the eyes and procuring the glasses of the right kind—an opportunity which for completeness of apparatus and supply of lenses, thoroughness of examination, perfection of refraction which brings the vision up to the highest possible standard, and perfectly satisfactory results, has never before been equalled in this Colony and is equal in every respect to the best obtainable anywhere abroad, as those who consulted him are willing to attest. Being certified in optics as a medicine, with over 20 years' professional experience, and having thousands of references and testimonials from well-known and influential citizens of many countries—including several British Colonies and Hongkong, which he visited in 1908—Dr. Lamb can assure those in need of his services the most thorough, reliable and satisfactory professional work, and all glasses he supplies to patients are warranted to be correct. Charges reasonable. Hours: 9 A.M. to 12 NOON, and 2 to 5 P.M. [423]

TO LET.

NOS. 2 and 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 4th June, 1910. [204]

S.S. "ARMAND-BEHIC"
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE

CONSIGNEES of Cargo from London ex s.s. *Medoa*, Dunquerque ex s.s. *Ville de Constantine*, Havre ex s.s. *Medoa*, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, on the 6th June, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 13th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on 13th June, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent. [421]

Hongkong, 4th June, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gellies, will be despatched for the above ports on WEDNESDAY, the 8th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 4th June, 1910. [420]

Events Coming.

Tuesday, 7th June.

Sanitary Board meeting, 3.45 p.m.

Saturday, 18th June.

New Seamen's Institute, opening ceremony, 4 p.m.

Intimations.

THE

DAIRY FARM CO., LIMITED.

Choice Australian

BEEF, LAMB, MUTTON, and RABBITS.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Celebrated waters are used in the manufacture of our beers.

Fully guaranteed.

Price List:—

"ASAHI" & "SAPPORO"

Beer,

per case 4 doz. etc.

\$12.00

per case 6 doz. etc.

\$13.50

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong. | From Quebec. |
|---|---|
| "EMPRESS OF CHINA" SATURDAY, JUNE 12TH. | "ALLAN LINE" FRIDAY, JULY 22ND. |
| "EMPRESS OF INDIA" SATURDAY, JULY 16TH. | "EMPRESS OF IRELAND" FRIDAY, AUGUST 13TH. |
| "MONTEAGLE" TUESDAY, AUGUST 10TH. | "ALLAN LINE" FRIDAY, SEPT. 2ND. |
| "EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH. | "EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD. |
| "EMPRESS OF CHINA" SATURDAY, AUGUST 27TH. | |

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate and 1st Class is Canadian and American Railways.

Via Canadian Atlantic Port 445.

Via New York 445.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

U. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| For | Steamship | On |
|------------------------------|-------------|------------------------------|
| SHANGHAI | KWONGSANG | TUESDAY, 7th June, Noon. |
| TIENSIN via WEIHAIWEI | CHEONGSHING | WEDNESDAY, 15th June, 4 P.M. |
| SHANGHAI, KOBE & MOJI | FOOKSANG | FRIDAY, 10th June, Noon. |
| MANILA | LOONGSANG | FRIDAY, 10th June, 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | KUTSANG | SATURDAY, 11th June, Noon. |
| SANDAKAN | MUSANG | TUESDAY, 14th June, Noon. |
| MANILA | YUENSANG | FRIDAY, 17th June, 4 P.M. |

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kut-sang*, *Loong-sang*, and *Yuen-sang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Port, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dava, Simporua, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 4th June, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|-------------------------------|----------|----------------------|
| SHANGHAI | ORIHUA | 5th June, Daylight. |
| AMOI, MANILA, CEBU & ILOILO | BUNGIANG | 6th June, 3 P.M. |
| SWATOW, CHEFOO & NEWCHANG | NANSHANG | 6th June, 4 P.M. |
| HAIPHONG | SEANG | 7th June, 3 P.M. |
| MANILA | JEAN | 7th June, 3 P.M. |
| SHANGHAI | ORIHUA | 9th June, 4 P.M. |
| SHANGHAI | LIAN | 12th June, Daylight. |
| CHEFOO & TIENSIN | KORIOHOU | 14th June, 4 P.M. |
| SHANGHAI | ANKUI | 15th June, 4 P.M. |
| MANILA, ZAMBOANGA & AUSTRALIA | TAIYUAN | 25th June, 4 P.M. |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons. A daily qualified Doctor is carried. REDUCED

FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheow, Linan, Chienan),

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo via Yangtze to Koda, Lahad, Dava, Simporua, Tawau, Uman, Jesselton and Labuan.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

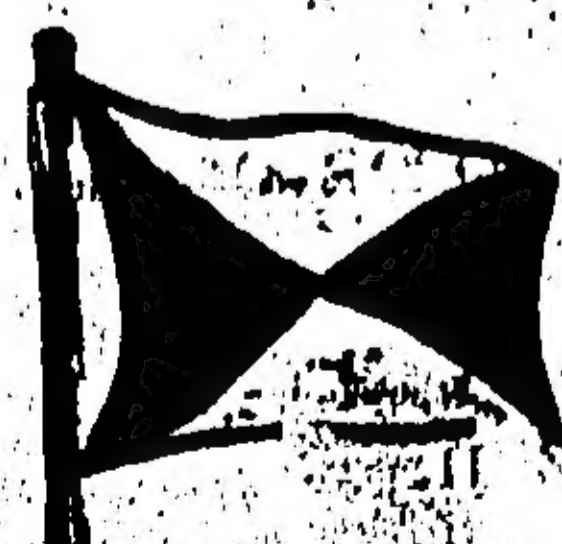
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 25. Hongkong, 4th June, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain | For | Sailing Date |
|-----------|------|-----------|--------|-------------------------------|
| RUH | 1140 | A. Fraser | " | SATURDAY, 11th June, at Noon. |
| CAIRO | 1140 | R. Rogers | MANILA | SATURDAY, 18th June, at Noon. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Telephone No. 114.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For | Steamers | G. Tonnage | Leaves |
|--|---------------------------------|------------|--------------------------------|
| TACOMA v. KEBLUNG, MOJI, KOBE AND YOKOHAMA | "TACOMA MARU" Capt. H. Yamamoto | 6,178 | WEDNESDAY, 15th June, at Noon. |
| TACOMA v. MOJI, KOBE AND YOKOHAMA | "PANAMA MARU" Capt. | — | WEDNESDAY, 29th June, at Noon. |

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| For | Steamers | Leaves |
|---------------------------------------|---------------------------------|---------------------------------|
| TAMSUI v. SWATOW & AMOY | "DAIGI MARU" Capt. H. Maruyama | SUNDAY, 13th June, at 10 A.M. |
| ANPING via SWATOW and AMOY | "SOHBU MARU" Capt. Y. Yamamoto | WEDNESDAY, 8th June, at 10 A.M. |
| TAMSUI v. SWATOW & AMOY | "DAIJIN MARU" Capt. Y. Kobunaki | SUNDAY, 13th June, at 10 A.M. |
| SHANGHAI via SWATOW, AMOY AND FOOSHOW | "OHOSHUN MARU" Capt. T. Suruga | THURSDAY, 9th June, at 8 A.M. |

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanjing Exposition from June 1st, 1910.

Fair speed: Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"

First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th June, 1910.

T. ARIMA, Manager.

Hongkong, 4th June, 1910.

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Hongkong, 4th June, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, GOMTERRAN, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASIAH"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Persia*, 7,012 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Osama*, due in London on 10th July, 1910.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th May, 1910.

FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID.

THE P. & O. S. N. Co.'s Steamship

"JAPAN"

Captain H. W. A. Clarke, R.N.R., will leave for the above places at 3 P.M. on MONDAY, 6th instant.

For Freight or Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 3rd June, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING"

Captain A. E. Gentles, will be despatched for the above Ports on TUESDAY, the 7th June, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 2nd June, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

HONGKONG TIDE TABLE.

| HIGH WATER. | | | | | | | | | | LOW WATER. | | | | | | | | | |
|---|---------|-------|---------------------|---------|--------|--------|-------|---------------------|---------|------------|--|--|--|--|--|--|--|--|--|
| Day. | Month. | Hour. | Hongkong Mean Time. | Height. | Day. | Month. | Hour. | Hongkong Mean Time. | Height. | | | | | | | | | | |
| Fri. | 3 | h. m. | 5 58 | 3.06 | Fri. | 3 | h. m. | 5 10 | 3.06 | | | | | | | | | | |
| Sat. | 4 | h. m. | 6 44 | 3.03 | Sat. | 4 | h. m. | 5 56 | 3.03 | | | | | | | | | | |
| Sun. | 5 | h. m. | 7 18 | 3.03 | Sun. | 5 | h. m. | 6 30 | 3.03 | | | | | | | | | | |
| Mon. | 6 | h. m. | 7 48 | 3.00 | Mon. | 6 | h. m. | 7 00 | 3.00 | | | | | | | | | | |
| Tues. | 7 | h. m. | 8 04 | 2.98 | Tues. | 7 | h. m. | 7 40 | 2.98 | | | | | | | | | | |
| Wed. | 8 | h. m. | 8 44 | 2.98 | Wed. | 8 | h. m. | 8 20 | 2.98 | | | | | | | | | | |
| Thurs. | 9 | h. m. | 9 45 | 2.98 | Thurs. | 9 | h. m. | 9 10 | 2.98 | | | | | | | | | | |
| m denotes morning. a denotes afternoon. | | | | | | | | | | | | | | | | | | | |
| CHINA COAST METEOROLOGICAL REGISTER. | | | | | | | | | | | | | | | | | | | |
| June 3rd, 1910, a.m. | | | | | | | | | | | | | | | | | | | |
| Bar. Th. Hu. Wind V. | | | | | | | | | | | | | | | | | | | |
| Vladivostok | 7 a.m. | 29.72 | 49 | 99 | — | 0 | — | — | — | | | | | | | | | | |
| Nemuro | 0 a.m. | 30.06 | — | — | SE | 2 | — | — | — | | | | | | | | | | |
| Hakodate | 0 a.m. | 30.03 | — | — | ENE | 1 | — | — | — | | | | | | | | | | |
| Tokio | 0 a.m. | 29.83 | — | — | ENE | 1 | — | — | — | | | | | | | | | | |
| Kochi | 0 a.m. | 29.86 | — | — | WSE | 1 | — | — | — | | | | | | | | | | |
| Nagasaki | 0 a.m. | 29.74 | — | — | SE | 1 | — | — | — | | | | | | | | | | |
| Kagoshima | 0 a.m. | 29.88 | — | — | E | 4 | — | — | — | | | | | | | | | | |
| Osaka | 0 a.m. | 29.83 | — | — | E | 0 | — | — | — | | | | | | | | | | |
| Naha | 0 a.m. | 29.81 | — | — | SW | 1 | — | — | — | | | | | | | | | | |
| Ishigakijima | 0 a.m. | 29.82 | — | — | SE | 3 | — | — | — | | | | | | | | | | |
| Bonin Is. | 0 a.m. | 29.91 | — | — | SE | 1 | — | — | — | | | | | | | | | | |
| Choshi | 4 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Wakabayashi | 9 a.m. | 29.55 | 73 | — | ENE | 3 | — | — | — | | | | | | | | | | |
| Hankow | 6 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Kinkiang | — | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Shanghai | 9 a.m. | 29.38 | 84 | 64 | SEW | 2 | — | — | — | | | | | | | | | | |
| Guang | 0 a.m. | 29.61 | 79 | 90 | ENE | 2 | — | — | — | | | | | | | | | | |
| Shanghai | 0 a.m. | 29.77 | 75 | 90 | SE | 2 | — | — | — | | | | | | | | | | |
| Amoy | 5 a.m. | 29.70 | 70 | 90 | NE | 2 | — | — | — | | | | | | | | | | |
| Sewai | 0 a.m. | 29.77 | 74 | 100 | SW | 1 | — | — | — | | | | | | | | | | |
| Taihou | 5 a.m. | 29.78 | — | — | — | — | — | — | — | | | | | | | | | | |
| Taihu | 0 a.m. | 29.80 | — | — | SE | 2 | — | — | — | | | | | | | | | | |
| Taiwan | 0 a.m. | 29.82 | — | — | — | — | — | — | — | | | | | | | | | | |
| Koshu | 0 a.m. | 29.83 | — | — | — | — | — | — | — | | | | | | | | | | |
| Pescadore | 0 a.m. | 29.79 | — | — | — | — | — | — | — | | | | | | | | | | |
| Onoda | 2 a.m. | 29.76 | 78 | 91 | SE | 1 | — | — | — | | | | | | | | | | |
| Hongkong | 10 a.m. | 29.81 | 76 | 95 | — | — | — | — | — | | | | | | | | | | |
| Victoria Peak | 0 a.m. | 29.77 | — | — | — | — | — | — | — | | | | | | | | | | |
| Macao | 0 a.m. | 29.80 | — | — | SEW | 4 | — | — | — | | | | | | | | | | |
| Wachow | 9 a.m. | 29.75 | — | — | SEW | — | — | — | — | | | | | | | | | | |
| Hohow | 0 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Pakhoi | 0 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Panlin | 8 a.m. | 29.67 | 83 | — | — | — | — | — | — | | | | | | | | | | |
| Toukang | 0 a.m. | 29.74 | 86 | — | — | — | — | — | — | | | | | | | | | | |
| G. St. James | 0 a.m. | 29.84 | 84 | — | SW | 2 | — | — | — | | | | | | | | | | |
| Apur | 5 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Manila | 10 a.m. | 29.84 | 84 | 77 | W | 1 | — | — | — | | | | | | | | | | |
| Legaspi | 5 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Manila | 9 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Orbi | 0 a.m. | 29.87 | 84 | — | N | 0 | — | — | — | | | | | | | | | | |
| Orbi | 0 a.m. | 29.86 | 86 | — | N | 1 | — | — | — | | | | | | | | | | |
| Larvac | 0 a.m. | 29.84 | 85 | — | — | — | — | — | — | | | | | | | | | | |
| June 4th, 1910, a.m. | | | | | | | | | | | | | | | | | | | |
| Vladivostok | 7 a.m. | 29.67 | 51 | 95 | — | 0 | — | — | — | | | | | | | | | | |
| Nemuro | 7 a.m. | 30.08 | — | — | SE | 2 | — | — | — | | | | | | | | | | |
| Hakodate | 0 a.m. | 29.97 | — | — | — | — | — | — | — | | | | | | | | | | |
| Tokio | 0 a.m. | 29.83 | — | — | ENE | 1 | — | — | — | | | | | | | | | | |
| Kochi | 0 a.m. | 29.78 | — | — | ENE | 1 | — | — | — | | | | | | | | | | |
| Nagasaki | 0 a.m. | 29.66 | — | — | ENE | 1 | — | — | — | | | | | | | | | | |
| Kagoshima | 0 a.m. | 29.74 | — | — | SE | 4 | — | — | — | | | | | | | | | | |
| Osaka | 0 a.m. | 29.75 | — | — | SE | 1 | — | — | — | | | | | | | | | | |
| Naha | 0 a.m. | 29.86 | — | — | SW | 1 | — | — | — | | | | | | | | | | |
| Ishigakijima | 0 a.m. | 29.78 | — | — | SE | 3 | — | — | — | | | | | | | | | | |
| Bonin Is. | 0 a.m. | 29.91 | — | — | SEW | 3 | — | — | — | | | | | | | | | | |
| Choshi | 6 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Wakabayashi | 9 a.m. | 29.44 | 65 | 84 | WSE | 5 | — | — | — | | | | | | | | | | |
| Hankow | 6 a.m. | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Kinkiang | — | — | — | — | — | — | — | — | — | | | | | | | | | | |
| Shanghai | 9 a.m. | 29.58 | 87 | 61 | W | 3 | — | — | — | | | | | | | | | | |
| Guang | 0 a.m. | 29.72 | 77 | 95 | ENE | 1 | — | — | — | | | | | | | | | | |
| Shanghai | 0 a.m. | 29.74 | 76 | 91 | SE | 1 | — | — | — | | | | | | | | | | |
| Amoy | 6 a.m. | 29.74 | 76 | 91 | SE | 1 | — | — | — | | | | | | | | | | |
| Sewai | 0 a.m. | 29.77 | — | — | — | — | — | — | — | | | | | | | | | | |
| Taihou | 5 a.m. | 29.80 | — | — | SE | 2 | — | — | — | | | | | | | | | | |
| Taihu | 0 a.m. | 29.82 | — | — | — | — | — | — | — | | | | | | | | | | |
| Panlin | 0 a.m. | 29.83 | — | — | E | 0 | — | — | — | | | | | | | | | | |
| Koshu | 0 a.m. | 29.83 | — | — | — | — | — | — | — | | | | | | | | | | |
| Pescadore | 0 a.m. | 29.78 | — | — | — | — | — | — | — | | | | | | | | | | |

| | | | | | | | |
|--------------|---|-------|----|----|----|---|---|
| J. St. James | 5 | 20.80 | 86 | — | SW | 1 | 1 |
| Apart | 5 | 20.85 | 77 | — | — | — | — |
| Manila | 5 | 20.84 | 86 | 71 | SW | 1 | 1 |
| Logaspi | 5 | 20.85 | 86 | — | — | — | — |
| Bacolod | 5 | 20.85 | 86 | — | — | — | — |
| Manila | 5 | 20.85 | 86 | — | — | — | — |
| Isaba | 5 | 20.85 | 86 | — | — | — | — |
| Lubnan | 5 | 20.79 | 85 | — | — | — | — |

| | | |
|-------------|-----------|-----------|
| | June 1 at | June 2 at |
| | 10 A.M. | 4 P.M. |
| Barometer | 29.87 | 30.70 |
| Temperature | 75 | 78 |
| Humidity | 95 | 91 |
| Rainfall | 8.32 | — |

| GAFFIAN. | LAST REPORTED |
|-------------------------|---------------|
| A. Lowndes | Wei-hai-wei |
| J. Kiddle | Shanghai |
| Kerbert | Wei-hai-wei |
| C. G. Washington | Shanghai |
| Anderson E. H. Donovan | Hongkong |
| H. L. P. Heard | Shanghai |
| Est. | Hongkong |
| C. T. Berrett | Shanghai |
| Anderson G. E. Hartford | Hongkong |
| Nicholas | Shanghai |
| Anderson B. J. | Wei-hai-wei |
| Anderson H. S. McPhee | Wei-hai-wei |

| | |
|-----------------------------|-------------|
| Anderson G. J. O. Hestacote | Wei-hai-wai |
| Archangels | Wei-hai-wai |
| Anderson T. J. S. Lyne | Yangtze |
| A. Learmonth | Borneo |
| C. Carley | Wei-hai-wai |
| F. Power, M.Y.C. | Wei-hai-wai |
| Anderson G. P. Lelth | West River |
| Anderson G. H. Woodward | Yangtze |
| E. Stevenson | Wei-hai-wai |
| Anderson J. Walte | Hongkong |
| Anderson M. J. Southby | West River |
| Anderson J. M. Barker | Yangtze |
| Barlow | Hongkong |
| H. Lyne | Hongkong |
| Anderson A. R. Godfrey | Yangtze |
| Anderson H. T. Axtley | Yangtze |
| Anderson R. Lloyd Thomas | Wei-hai-wai |
| Anderson R. L. Jackson | Singapore |
| Anderson G. B. Hartford | Hongkong |
| Anderson B. & Brooks | Yangtze |
| R. M. H. Wilding | Yangtze |
| Anderson G. F. A. Malock | Yangtze |

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|---|-------------------|---------------|----------------|--|------------------------|--|--|
| | | | | RESERVE. | AT WORKING ACCOUNT | | |
| BANKS. | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | \$125 | \$125 | \$1,500,000 \$15,000,000 \$150,000 | \$2,028,018 | 2 1/2% for half year ending 31.12.09 @ ex 1/2% = \$15.11 | 4 1/2% { \$945 sales |
| National Bank of China, Limited | 99,925 | £7 | £6 | £4,000 £80,000 | \$80,552 | 5s (London 1/6) for 1909 | 5 1/2% { \$76 buyers |
| MARINE INSURANCES. | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,500,000 \$154,581 \$102,791 | none | \$10 for 1908 | 6% { 177 1/2 |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | Tls. 225,000 Tls. 335,213 Tls. 140,186 | Tls. 207,572 | Final of 7/6 making 15/- for 1908 | 5% { Tls. 110 |
| Union Insurance Society of Canton | 12,400 | \$250 | \$100 | \$1,500,000 \$195,448 \$105,219 | \$287,084 | Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid. and of \$30 per share for 1909 | 6% { \$825 sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$50 | \$1,000,000 \$294,405 \$199,264 | \$707,617 | \$12 and bonus \$3 for 1907 | 7% { \$205 |
| FIRE INSURANCES. | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | \$1,000,000 \$550,244 \$161,163 | \$4,8406 | \$6 and bonus \$2 for 1908 | 7% { \$115 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,000,000 \$1,400,000 | \$426,218 | \$27 for 1908 | 8% { \$347 buyers |
| SHIPPING. | | | | | | | |
| China and Manila Steamship Company, Limited | 10,000 | \$25 | \$25 | \$7,743 | Dr. \$3,717 | 5% for 1906 | 8% { \$8 sellers |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$200,000 \$104,189 \$250,000 | NIL | 21 for year ending 30.6.1908 | 5 1/2% { \$33 |
| Hongkong, Canton & Yacow Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$617,500 \$103,545 \$19,100 | \$20,766 | Final of \$14 for account 1910 | 8% { \$194 buyers |
| Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred) | 60,000 60,000 | £5 £5 | £5 £5 | \$10,000 \$140,000 \$720,000 | £13,755 | 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154 | 5% { \$70 |
| "Shell" Transport and Trading Company, Limited | 1,000,000 | £1 | £1 | \$720,000 \$100,000 \$71,850 | £192,994 | 3rd ln. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 A dividend of 7% for '07 ending 30.4. 1910 A bonus of 5% | 5% { 95/- 4% { \$244 3 1/2% { \$14 sellers |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$71,850 \$24,681 | \$1,159 | | |
| REFINERIES. | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$520,000 \$83,620 | Dr. \$2,090 | \$10 per share for 1909 | 5 1/2% { \$171 sellers |
| Luxon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | none | Dr. \$125,893 | \$5 for 1897 | 5% { \$26 sellers |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 6,102 | Tls. 0 for year ending 31.8.09 | 5% { Tls. 959 sellers |
| MINING. | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | \$215,000 \$84,390 | none | Final of 1/6 making 3/- for 1909 | 9% { Tls. 18 |
| Headwaters Mining Company | 60,000 | Pa. 10 | Pa. 10 | none | none | First year | |
| Raub Australian Gold Mining Company, Limited | 150,000 | £1 | £1 | £4 | Dr. 100 | \$4 per share 13th dividend | 5% { \$74 |
| Oriental Consolidated Mining Co., Ltd. | 50,000 | G \$10 | G \$10 | none | none | Final of Gold \$0.65 for 1909 in all G \$1.15 | 5% { 35/- |
| Docks, Wharves & Godowns. | | | | | | | |
| Fenwick (Gao.) & Co., Limited | 18,000 | \$25 | \$25 | \$25,275 | Dr. \$8,460 | \$1.75 for year ending 31.12.09 | 5% { \$10 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$550 | \$50 | \$550,000 \$31,093 \$10,000 | \$264,847 | \$2 1/2 for 1909 | 4 1/2% { \$58 buyers |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$250,000 \$28,444 | \$124,765 | Interim of \$2 1/2 for account 1909 | 5% { \$58 sales |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 100,000 Tls. 6,000 | Tls. 6,261 | Interim of Tls. 2 1/2 for 1910 | 6 1/2% { Tls. 78 |
| Shanghai and Hongkew Wharf Company, Limited | 36,000 | Tls. 100 | Tls. 100 | Tls. 607,257 Tls. 50,000 Tls. 125,000 | Tls. 9,222 | Final of Tls. 4 for 1909 | 7% { Tls. 122 sellers |
| LANDS, HOTELS & BUILDINGS. | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 15,000 \$1,000 | Tls. 4,314 \$24,641 | Tls. 6 for year ending 29.2.09 | 5 1/2% { Tls. 102 sellers |
| Central Stores, Limited | 50,123 | \$15 | \$15 | \$1,000 | \$24,641 | \$1.20 on old and 60 cents on first new issue. \$2.60 on old shares and 1.30 on new shares | 5% { \$16 buyers |
| Hongkong Hotel Company, Limited | 1,000 | \$50 | \$50 | \$54,175 | \$1,217 | for half year ending 31.2.09 | 2% { \$107 1/2 |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$100,000 \$27,912 | \$27,912 | Interim of \$4 for account 1909 | 6 1/2% { \$102 sellers |
| Hampreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$25,000 \$25,471 | \$5,471 | 45 cents for 1909 | 6% { \$84 buyers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | none | \$269 | \$2 1/2 for 1909 | 8 1/2% { \$51 buyers |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 1,525,045 Tls. 30,000 | Tls. 63,060 | Final of 6% bonus Tls. 1 for 1909 | 6 1/2% { Tls. 110 |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | none | \$1,058 | Final of \$1.8 1/2 for account 1909 | 8 1/2% { \$40 sellers |
| COTTON MILLS. | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 20,000 | Tls. 50 | Tls. 5 | Tls. 250,000 Tls. 40,008 | Tls. 20,992 | Tls. 11 for year ending 31.10.09 | 8 1/2% { Tls. 1304 sellers |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$1 | Tls. 40,008 \$20,000 | \$9,558 | 50 cents for year ending 31.7.08 | 8% { \$64 sellers |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 175,000 | Tls. 8,372 | Tls. 7 1/2 for year ending 30.9.09 | 12% { Tls. 62 |
| Laon-keung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 10 | none | Tls. 4,820 | Tls. 6 for 1909 | 7% { Tls. 74 |
| Say Chee Cotton Spinning Company, Limited | 2,000 | Tls. 100 | Tls. 50 | Tls. 21,172 | Tls. 21,172 | Tls. 25 for 1909 | 10% { Tls. 250 |
| MISCELLANEOUS. | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | £1,500 | £648 | 15% per share for 1908 | 5% { \$10 buyers |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | \$40,000 | NIL | 60 cents for 1909 | 6% { \$107 sellers |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | none | \$61,138 | 60 cents for year ended 28.2.06 | 5% { \$2 sellers |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | \$10 | \$10 | \$100,000 \$11,000 | \$2,602 | 80 cents for 1909 | 9% { \$32 sellers |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | \$8 | \$1,000 | \$1,892 | \$1.20 for year ending 31.7.09 | 6 1/2% { \$19 |
| Green Island Cement Company, Limited | 400,000 | \$10 | \$10 | \$15,000 | \$4,290 | Final of 40 cents making in all 75 cents per share for 1909 | 10% { \$7 1/2 sellers |
| H. Price & Company, Limited | 12,000 | \$10 | \$10 | \$5,000 | \$670 | 80 cents for year ending 31.12.08 | 6 1/2% { \$12 |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$1 | none | \$11,798 | A dividend of \$1.20 per share and a bonus of 10 cents | 6% { \$20 sellers |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$150,000 | \$7,616 | Final of \$8 for 1909 | 6% { \$160 sellers |
| Hongkong Rope Manufacturing Company, Ltd. | 60,000 | \$10 | \$10 | \$40,000 | \$5,176 | Final of \$1 making in all \$2 for 1910 | 9% { \$214 sellers |
| Maatschappij tot Mijl. Bosch en Landbouwk. plantatie in Langkat, Limited | 25,000 | Ga. 100 | Ga. 100 | Tls. 547,500 Tls. 61,924 | Tls. 216,682 | 4th interim of Tls. 12 1/2 for 1909 | 5% { Tls. 1,400 |
| Peak Tramways Company, Limited | 25,000 | \$10 | \$10 | \$20,000 | \$3,014 | 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 | 5 1/2% { \$144 |
| Peak Tramways Company (new) | 50,000 | \$10 | \$10 | none | Pa. 18,640 | None | 5% { \$14 buyers |
| Philippine Company, Limited | 75,000 | \$10 | \$20 | none | Pa. 18,640 | None | 5% { \$10 buyers |
| Shanghai-Sumatra Tobacco Company, Limited | 10,000 | Tls. 20 | Tls. 20 | Tls. 14,810 Tls. 75,000 | Tls. 5,230 | Final Tls. 5 making Tls. 8 for 1908 | 2% { Tls. 240 sellers |
| South China Morning Post, Limited | 6,000 | \$15 | \$15 | none | Dr. \$11,096 | None | 5 1/2% { \$15 buyers |
| Steam Laundry Company, Limited | 10,000 | \$25 | \$5 | none | \$63 | 40 cents for year ending 31.5.09 | 8% { \$5.10 |
| Union Waterboat Company, Limited | 50,000 | \$10 | \$10 | \$1,050 | none | 60 cents for year ending 31.12.08 | 8% { \$9 sellers |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$5 | \$40,000 | \$242 | 60 cents per ord. share for year ending 31.5.09 | 5% { \$124 sellers |
| Watson (A.S.) & Co., Limited | 90,000 | \$10 | \$10 | \$300,000 \$5,000 | \$2,613 | Final of 30 cents for 1908 | 6 1/2% { \$6 buyers |
| William Powell, Limited | 15,000 | \$7 | \$7 | none | \$782 | Final of 30 cts. making 80 cts. for the year ended 30 a June, 1906 | 5% { \$3 sellers |
| Societe des Papiers et Papeteries du Tonkin | 13,200 1,200 | 50 Nominal | 25 Currency | none none | none none | First year None | 5 1/2% \$800 Hongkong currency |

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL, £3,000,000.



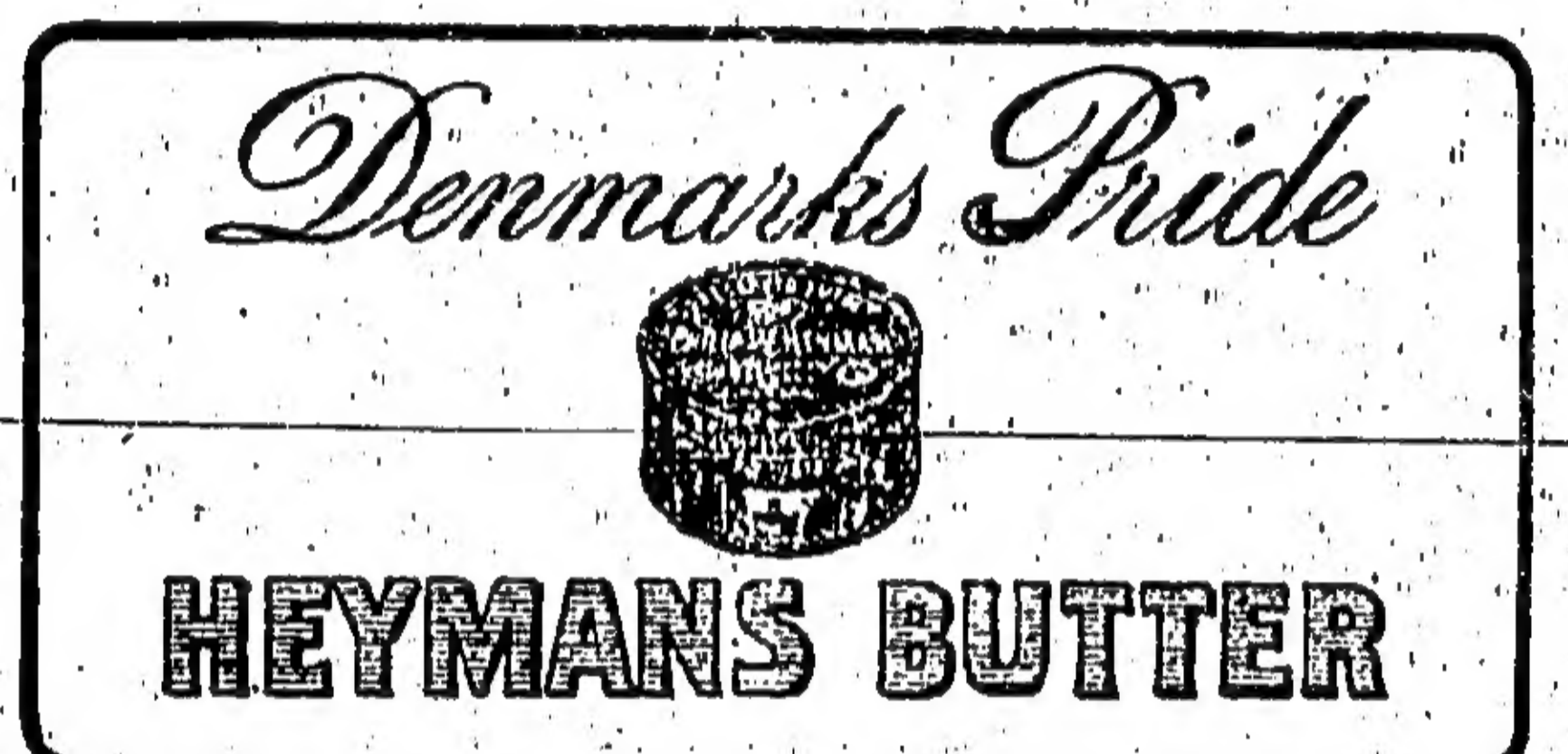
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High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

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Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfected Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

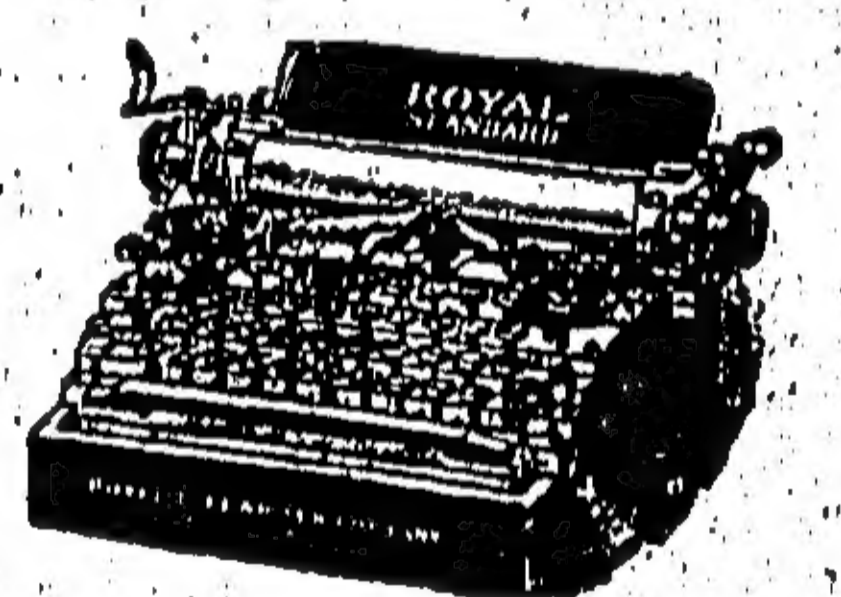
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our wonderful selec-
tions of
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&c., &c., &c.MOHIDEEN &
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STONES, &c.,
38 & 40, QUEEN'S ROAD
CENTRAL.

Hongkong, 29th May, 1910.

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AND
GENERAL CONTRACTORS
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H.B.M. Naval and Military
Authorities.HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yucca, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Fir of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.LEUNG TAI,
Managing Director.

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